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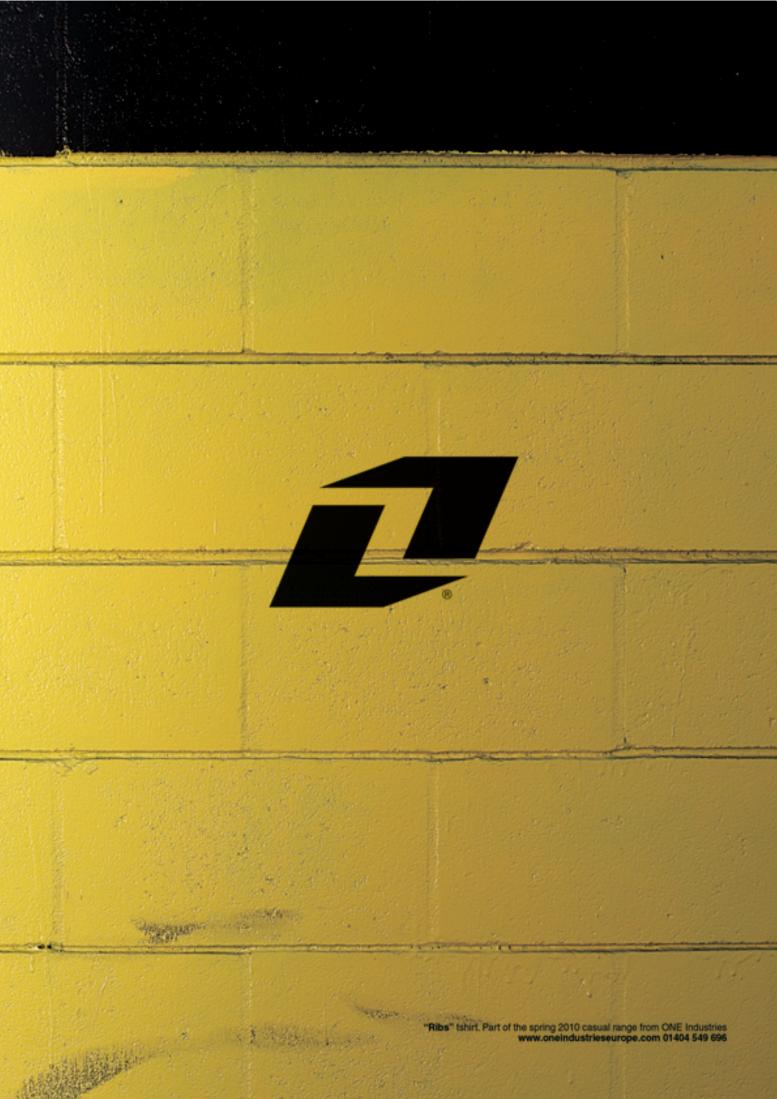
COVER:

Textbook turning technique from Bryan MacKenzie
sutty

Gert Krestinov scores solidly in his Maxxis debut @ sutty







o GP or not GP, that is the guestion... A couple of recent remarks have snapped me out of the 1000-yard stare I've got a habit of developing during deadline week which is - according to my MD - the one week of the month when I actually have to

In this issue Gareth Swanepoel says a drawback of racing the British championship for a GP rider is that it's not exactly helpful for him to race a Maxxis round at a hardpack track when the next weekend he's got a world championship round at a sand track. He also feels that the three-race format doesn't help either. And he's not alone in thinking this -Shaun Simpson has cited similar reservations as being behind his decision to not contest the full domestic series.

Now I'm not for a moment knocking either rider they race at the sharp-end of top-flight MX and know what floats their boats. But it does pose the question should the ACU at least attempt to negotiate the logistical minefield that would be trying to pair like with like and, say, put Foxhill on the weekend before Sevlievo? But then again why should they? Why turn the British championship calendar on its head to accommodate a small handful of riders who happen to contest both series? The old adage that you can't please all of the people all of the time rings true and even having a round at somewhere like Hawkstone the weekend before a GP at Lierop isn't exactly dishing up like for like - both are sandy venues but there the similarity ends.

But then again last month we ran a letter from an old-timer (sorry Eddie!) who's been spectating since the '60s who feels that the British championship is losing its importance with the defection of riders like Simpson. And I can't fault his reasoning either spectator numbers at the British championship do appear to be in decline and we need to look at every possible angle to try and tempt people back.

Part of me thinks that when there are no British riders in the MX1 class at the Portuguese GP at Agueda and just four Brits in MX2 the sport at world championship level has become so removed from the domestic scene it's no longer relevant to us - almost as if it's become a different sport entirely - so sod it. But another part of me thinks that, damn it, these are the GPs we're talking about and with our rich and illustrious history at the very top level we need to do whatever we can to give our riders - and I'm counting Swanie, Bobryshev, Osborne and Karro among 'our' riders - every possible advantage. And every possible incentive to keep racing in Britain.

I guess what it boils down to is can we maintain a credible championship - one that spectators will want to go to which in turn will allow clubs to stay solvent without having the best British riders or, in the case of CAS Honda, the British teams with the best riders? And if we haven't got the best riders racing at home how are we going to bring on the next generation of British riders?

With tracks like Hawkstone and Foxhill at our disposal we've got some of the best circuits on the planet and when a rider of Josh Coppins' calibre decides to go for a wildcard ride at the world-class Duns circuit simply because he likes Johnny Douglas Hamilton tracks so much maybe it really is time to take a long hard look at what goes where, when. And while we're at it let's make sure that when next year's calendar is drawn up we don't force what few GP riders we have left to race Maxxis rounds a week before and a week after the world championship round in Brazil. Because that's just nuts...

It wouldn't be right to end this comment without touching upon the loss of two of off-road sport's true heroes this month. Andrew McFarlane tragically died after a crash at the third round of the Australian national championship at Broadford and then, just a few days later, Danny 'Magoo' Chandler passed away at his home in California.

McFarlane was and still is an idol for Aussie MX and during his time racing at home, in the GPs, the British championship and in America he made a lot of friends and many, many more fans. His death is a tragedy that's touched followers of the sport worldwide. Magoo was a star from a different era to Sharky whose career was cruelly cut short when he was paralysed at Paris Bercy in 1985. But even from a wheelchair he continued to inspire and entertain off the track every bit as much as he did on it...



MORE MONTHLY MUSINGS AND MUTTERINGS FROM DBR'S VERY OWN CANINE CRUSADER AND DEPUTY DAWGER...

hate being the bad news bear - or even just the pearer of bad news - but unfortunately this month's Newshound must start on a low note as not one but two of the sport's true heroes died recently. Andrew McFarlane and Danny 'Magoo' Chandler were a couple of guys who were well-loved around the world for their astonishing riding talent and also their down-to-earth personalities which is what made them such a huge hit with motocross fans. With a tribute to Sharky later in this mag plus a Burnicle's Beat Magoo special planned for next month there's no need to go into further detail right here but I will say that both will be sorely missed for sure...

Now the next time you or any of your friends complain about the cost of going practising I'd like you to spare a thought for rising British FMX star Samson Eaton and the Bolddog freestyle squad who lost around £16,000 worth of equipment in a recent training session. Following a successful flip

into the team's impressive foam-pit Eaton's bike caught light and set fire to the huge mountain of gymnastic foam his brand-new CRF250 was now bang in the middle of. Following a two-hour battle with the blaze local firemen were able to save... absolutely nowt.

With the help of long-term sponsor Lings Honda, Samson was back riding again that weekend and is now looking forward to a summer of competition with the Bolddog Defiance FMX Tour - a new Pro-Am championship that'll hopefully help raise the profile of freestyle motocross in this country. Keep an eye on www.bolddog.com for more information on this exciting series.

In MXGP news it's a sad day for British motocross as for the first time in about 35 years there are no UK passport holders racing in the premier class of the world championship. With Swordy already sidelined with Epstein-Barr, CCM Racing team-mate Tom Church joins the sick list too as he gets his hand operated on after the Maxxis round at Duns. His convalescence will force him to miss the Portuguese, Spanish and US GPs. It's hoped that both TC and Swordy will be back in action for the French round of the world championship series which incidentally is





Samson Eaton's counting the fiery cost of flipping into a flammable foam pit

Youthstream's 100th MX1/MX2 GP - sacre bleu!

It's not known yet if Giuseppe and the gang will be celebrating a century of success but seeing as though St Jean d'Angely is such a stunning race track surely it's worth hopping across the channel on the weekend of June 5/6 and joining in the party – if there is one. If not you can always start your own. Whatever, it's gonna be a great weekend of racing action and St Jean d'Angely is a track that always seems to suit the Brits.

The British championship welcomed another top international rider to the masses as the Maxxis Henderson Insurance LPE Kawasaki team signed Gert Krestinov for the rest of the year as a replacement for the injured Jordan Rose. "The whole job fitted from the word go to be honest," explains team manager Steve James. "We wanted a top class rider that could deliver what Jordan had looked to achieve before his unfortunate accident and Gert was very keen to join us from his training base in Holland and to get some more races under his belt." So far Gert's completed two races for the LPE squad and seems to be very happy with his

new team and ride

Also seemingly happy are the Samsung Yamaha team who after a sluggish start to the season made a few changes coming into Duns – the most notable being the fitment of brand-new Pirelli rubber and the arrival of a new team sponsor in the form of casual clothing brand Red Torpedo who have a big presence in road racing and currently enjoy a major tie-in with everyone's favourite TT loon Guy Martin. The technical change seemed to do the trick too with Ben LaMay in particular appearing particularly invigorated as he powered to the fastest times in both the qualification and Superpole sessions. While his race results weren't quite so stellar he still fared better than team-mate Neville Bradshaw who missed moto three altogether after stepping off his Yamahauler in the second encounter.

Another rider in a bit of pain right now is former world champion Jamie Dobb who — as DBR goes to the printers — is currently running 228th in the Scottish Six Day Trial. Jamie's doing the epic event for charity to raise funds for the Male Cancer Awareness Campaign and if that's something you'd

DANNY 'MAGOO' CHANDLER MOTOCROSS LOSES AN AMERICAN LEGEND

anny Chandler died at home in California on May 5, five months short of his 51st birthday. He had been confined to a wheelchair since crashing at the Paris Bercy supercross in December 1985.

Universally known as 'Magoo', Danny was a small, red-headed wild child from Sacramento, northern California, who was brought up in the foothills of the Sierra Nevada mountains watching his dad ride local enduros and scrambles. Racing himself at nine, Chandler instantly stirred up attention with his radical, full-on riding style. He mounted his first US 125 National podium in 1978 before crashing and burning his way through two under-powered years on a 250 Maico, instantly revered as a bold and spectacular showman who would jump anything further and faster! Ninth in the 1981 125 Nationals, he cleaned up the Trans-USA support class on a stock 480 Honda. This invited a full-factory ride with Honda America under the guidance of his hero Roger De Coster.

That first year — 1982 — was a stellar one for the flamboyant, freckled-faced Magoo. He won a dramatic US 500 GP at Carlsbad, claimed his first AMA 500 National victory and became a household name by winning ABC Television's live made-for-TV 'Superbikers' — the forerunner of supermoto — beating road race legends like Eddie Lawson. He then topped off a sensational season by dominating all four motos of the 500cc MX des Nations at Wohlen in Switzerland and the 250cc Trophee des at Gaildorf, Germany. Nobody else had ever matched this accomplishment — Magoo was a global superstar!

Still with Honda, Chandler charged to third place in the 1983 500 Nationals before a nasty practice crash messed up his '84 season. He'd always harboured dreams of racing in Europe and, with pregnant wife Tracy, embarked on the 1985 world 500 trail with KTM. A startling victory in the French GP at Thouars put him third in the series – just behind the works Hondas of Malherbe and Thorpe – but he got hurt in Italy. Danny returned to mount the rostrum alongside the Hondas in Luxembourg and claim a strong seventh in the championship before that tragic accident in Paris ended his racing career.

Magoo's infectious enthusiasm, broad child-like grin and sheer joy of racing inspired fans across both sides of the Atlantic. "I like to make people feel good," he told me early in 1985. "If they feel good, I'll go good!"

We did, Danny. We did...

Jack Burnicle

like to get behind too then it's not too late to support his cause. Please log on to www.justgiving.com/jamiedobb if you feel you're able to chip in and boost Jamie's total that currently stands at around two-and-a-half grand! The classic trial is currently led by Michael Brown who's on three marks lost after three days and three ahead of both Alexz Wigg and reigning Dirt 3-2-1 Endurocross champ Ben Hemingway.

Speaking of enduros and stuff if you're at a loose end on Saturday May 22 and fancy a good old blast out on your dirt bike – no matter what type it is – how about heading to Saron in North Wales to take on the Dirt Funduro. With an emphasis completely on having fun this hare and hound style event is open to all riders aged six upwards who just fancy either a 60, 90 or 150-minute blast around a circuit that's designed to be enjoyable to ride. For more details or to obtain an entry call 01524 834030.

That's about yer lot for this month – keep an eye on **www.dirtbikerider.com** for regular news <u>updates</u> and stuff. Poodles, sorry, toodles...



WIN!WIN!

A SET OF THOR CORE PARANORMAL RACEWEAR, A THOR FORCE HELMET AND A THOR SENTINEL PROTECTOR AS WORN BY THIS MONTH'S COVER STAR BRY MAC ...

ryan MacKenzie is one of the most popular privateers racing in the UK right now. So when his long-term personal sponsor Madison found out that DBR was honouring the 25-year-old Scotsman with his first ever magazine cover shot they wanted to celebrate the fact by offering one of our lucky readers the chance to win a set of Thor racewear just like Bry wears in the British championship and Red Bull Pro Nationals.

Like MacKenzie, Thor racewear needs little introduction to DBR readers as the sweet-fitting, great-looking, ultra-tough riding kit has proven to be one of the UK's top-sellers year after year. But the good news is that this time if you want some you can keep your wallets in your pockets as we're able to offer up this £530-package of **Thor MX** apparel for nowt, nada, zip – well, for one of you at least. The prize package includes a complete set of Thor Core Paranormal racewear (that's jersey, pants and gloves), a Thor Force helmet and a Thor Sentinel Protector so we've pretty much got you covered from shin to around nine inches up past your chin.

All you have to do to be in with a chance of winning is answer an oh-so simple Bryan MacKenzie related question and if you're struggling to find the answer on your own then why not check out Bry's website one-twenty-one.com for a clue? Anyhoo, what we want to know is this - what race number is Irn Bry infamously associated with?

> Is it: A: 211

B: 121

C: 212

D: Donkey from Shrek

Once you've decided on your answer log on to www.dirtbikerider.com where you'll then need to follow the competition link, type in your answer, fill out the fields and hit transmit. The comp closes at noon on June 10 with the first randomly drawn correct entry winning this rather excellent prize.



WHERE'SZACH?

FIND ZACH OSBORNE AND WIN A PAIR OF TCX PRO 2 BOOTS

If you were one of the faithful fans shivering your knackers off at the Duns Maxxis round you'll have seen Zach Osborne speed to three straight MX2 wins and the series lead on his Bike It Cosworth Yamaha. And if you looked closely you couldn't help but be impressed by his lovely TCX Pro 2 boots too – although the way he was hauling it was a case of blink and you've missed them.

Well courtesy of our mates at Nevis Marketing we've got a pair of Pro 2s up for grabs this month and winning them couldn't be much easier. All you've got to do is study this shot of the American throttle jockey, then flick through the pages of this issue of DBR until you find his head superimposed onto someone else's body.

Once you've worked out Where's Zach you need to text the word **DBRZACH** followed by a space, the page number, another space and then your name and postcode to **64343**.*

Entries close on **June 10** with the first correct answer chosen at random getting the boots (don't worry, we'll give the winner a bell to get their size)...



GOLDENPAD

WIN A PAIR OF RENTHAL HANDLEBARS

Renthal, as everyone knows, builds champions – and now one lucky reader can have their very own piece of this winning heritage.

Have a close look at our pic of this golden Renthal bar pad, then flick through this month's mag and find the full pic we've taken it from. Once you've found it simply text the word DBRRENT followed by a space, the page number it appears on, another space and then your name and postcode to 64343.*

Entries close on **June 10** with the first correct entry chosen at random getting a pair of Renthal handlebars of their choice...

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HE REVEREND

GOING IN DRY!

THE #45 RIDER IS HANKERING AFTER A BIT OF MOISTURE TO KEEP HIS TRAINING SESSIONS GOOD N' LUBED...

Words by Jake Nicholls Photo by Sutty

t's funny how quickly things change. From January until mid March all I seemed to be doing was praying for some sun and wind to dry tracks out so we could ride a track that wasn't real deep in mud. But since April I've been wishing for rain 24/7 so I can ride a track with some moisture in it.

Thankfully in our country the owners of public tracks such as Mildenhall (Motoland) and others are not shy on watering for practice days – some seem to take that for granted but I don't for a couple of reasons. The first is because having my own track without a watering system (at the minute) I appreciate how nice it is when I get on a prepped track. Secondly, having spent a fair bit of time in Belgium last summer and the last two weeks there before Valkenswaard, riding their tracks makes you realise the effort that goes into our tracks in the UK.

They don't water over there so every track is like a powder pit and they grade it once a week. I personally love the idea of only grading once a week as the GP tracks are so, so rough and it's good practice but as for not watering? It's a joke. I'm sure there's reasons as to why but it does make you realise our tracks are looked after – most of them anyway – although I do think they should be left rougher. I appreciate they have to cater for the masses but it's the only way the quality of rider is going to improve throughout our nation – no-one's going to become a GP rider riding a graded track that's wide open with jumps, it doesn't happen unfortunately.

Anyway, hi everyone – I hope you're all good. There seemed to be a massive gap in the racing at home since Mallory after the Red Bull Pro National was cancelled. That would have driven me insane not being able to race. One weekend off is enough every now and again but I think they had three weekends off from big races. At least it gave Elliott a chance to come and do the GP at Mantova.

The month since I last wrote has gone stupidly quick. I had Mantova which went well and I got my best ever GP finish in sixth which I was pumped about and it was really nice to do it with my parents in attendance. My parents were instrumental in making me the rider I am today – when I was younger they were so keen and supportive of my racing but not to the point where they took me out of school at a really young age.

But as some might know I suffered many tough injuries when I was young and it eventually took its toll on my confidence and I became a very scared and tentative racer. I would only ride good when the time was right etc and understandably I think it was hard for my dad to accept as he knew how well I could ride. We would argue and it took its toll on all of us so when I was about 14 they took a step back and I just rode for

fun, then I did a few races and I had an injury-free year in my last season as a schoolboy and it brought us back together in racing terms.

Then I turned pro and they stepped back again and let me crack on. They've never been pushy and I know my dad would like me to work for him but also I know he loves it when I do well at racing. Mum knows it's my passion and it's my everything really and no matter what she's behind me which I'm so lucky for as she's seen me as a kid go through some bad times with injuries. But I've stuck at it and it's starting to pay off.

Dad is not the keenest of fliers to say the least so that doesn't help things in terms of GPs. The Tuesday after Mantova I drove to the workshop in Holland and practised all week in the sand which was fun, later that week I drove to Josh's house in Belgium, trained and rode with him and then it was Valkenswaard. It was cool as the whole Herd were in attendance as well as three campers full of dad's mates and Holly with a couple of my cousins so there were a few jakemx.com t-shirts floating about.

It was a good weekend and I had awesome support from them as well as lots of Brit fans plus the Welsh crew who were on top form (tidy!). I lead my first ever GP which wasn't as nuts as I thought but it felt awesome and I want to do it again. I came home that Monday and rode my track with Chris Bastick and Brad Banks which was wicked but I was wishing for some rain as she was dry. I went to Mildenhall the next day which was great and then up to Duns on the Saturday.

I didn't have the best of days with a third place in race one after not being able to pass Mel Pocock for about 10 minutes. The track was so difficult to pass on it was crazy – it was fun but hard to race, not a bad thing I guess. Second moto we had a mechanical problem which forced me to DNF which I was really upset about. In the third race I was half asleep until five minutes to go where I livened up and rode good but it was too late to catch an on-form Osborne

I rode at my track yesterday then we had fight club after but we decided to play football with boxing gloves on which is honestly the funniest thing I've ever done but it ended in my mate Shaun dislocating his shoulder so I spent yesterday evening in hospital. They wouldn't let me watch them put it back in which I was not happy about but Shaun refused to let them do it unless I was watching – he's a good ole boy.

That's all for now apart from to say I was upset to hear of the passing of Andrew McFarlane on Sunday morning. Such a big loss. RIP Sharky, God be with you...

Go hard #45!





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SCOTT DOUBLES UP

ELDERFIELD LEADS MASTERS CHASE

fter contemplating quitting during the winter months, PAR Honda's Scott Elderfield must be pretty pleased with his eventual decision to stay on it and as DBR went to press he's sitting pretty at the top of both the Pro MX1 and Pro MX2 classes in the Wulfsport British Masters.

Okay, so the main opposition has been a bit hit and miss due to GP and other commitments but Scott has still been mixing it at the business end of the leaderboard in every moto he has started. Already showing their faces on the Masters scene in 2010 have been the likes of Brad Anderson, Gordon Crockard, Martin Barr, Evgeny Bobryshev, Gareth Swanepoel and American idols Zach Osborne and Ben LaMay.

In the Wulfsport MX1 class Elderfield leads the

In the Wulfsport MX1 class Elderfield leads the way by just a single point ahead of the Crock Star. Proving what an open contest this really is Crockard, Elderfield and Anderson have shared the moto wins so far but during round two at Dean Moor it was Samsung Yamaha pilot LaMay who recorded a 2-2 card to earn a great overall win.

Over in the Wulfsport MX2 class Scott holds a slightly more comfortable 42-point advantage. At the opening round at Mallory Zach Osborne took both wins. But with the Bike it Cosworth Yamaha rider then away on GP duty for round two it left Anderson and Barr to produce a couple of no-holds barred classics with both wins going to Brad.

By the time this issue of DBR hits the shelves round three of the series at Whitby will be done and dusted but stay tuned next month for further undates

SMOKERS WILD!

CUMBRIA TWINSHOCK GO TWO-STROKE

s well as knowing all the bouncers in Barrow, falling off roofs across the country and generally being an all-round party animal, our old mate Darren Hudson also does a pretty good job of organising race meetings through his Cumbria Twinshock outfit.

Huddy's latest venture is the MD Racing/UFO National Vets and Two-Stroke series which kicked off in March at FatCat Moto Parc and continues on June 5/6 at Hawkstone Park before travelling to Brampton on July 11 and Mallory Park on July 24/25. Next up on the calendar is Bassenthwaite on August 29/30 before the whole shebang signs off at Pontrilas on September 18/19.

"The championship will be run with the emphasis on a fun and enjoyable weekend for all the family," says Darren, "with a disco, live bands, bar, quiz and we'll be doing some theme nights as well."

Having sampled Darren's idea of 'fun' and survived the hangover and – we kid you not – an exploding sheep we can vouch for the fact he knows how to organise the social side of things!

Two-stroke classes are being run for 125, 250 and 500cc machines plus the Vets class for over 40s, a ladies' series and for the Maico-minded there's a twin-shock category as well.

For more info email **Darren** at hudy7@aol.com or give him a bell on 07774 894534.



CROCKSTAR

SWINGS AND ROUNDABOUTS!

A WIN AT LANDRAKE IS FOLLOWED BY DISAPPOINTMENT AT DUNS BUT GORDY'S TAKING IT ON THE CHIN – AND IT'S PRETTY BEAT-UP CHIN AT THAT...

Words by Gordon Crockard Photo by Sutty

o yo! Isn't it amazing how one event's results can command the tone for how you feel until the next race? For instance, I've just been to the third round of the Maxxis British championship at Duns in Scotland and currently feel proper disappointed at how my form appears on paper from the results I produced.

I went 10-7-12 and had to ride my conkers off to get those results and for my efforts I'm feeling as if I under-performed and let myself down. But that's not true and I just have to take it on the chin that Duns was not an event that provided progression for my championship campaign.

Compare that to the Red Bull Pro National at Landrake the week prior where in the second moto I gated third, passed Nunny and Brad Anderson and won the race by 33 seconds over Brad with 67 seconds back to Jason Dougan in third. I had the fastest lap of the race too. The difference in the week after you have a good result and the week after a lower performance is massive. Not because I'm moody or humpy after not getting my way but more so how people in my environment treat me. When you win everyone loves you, not so much if you don't win!

Going back a few weeks to the start of April, I raced at Dean Moor in Cumbria in the KWS British Masters. It was mint weather and for the first time in the season I got to use tear-offs instead of roll-offs with tear-offs on top. No mud! What a pleasant change. I even used a mirrored lens to acknowledge the fact the sun was shining even more. The race went real good for me and I won two out of the three motos. I was happy with that.

Straight after Dean Moor my mechanic Leo and I hit the motorway and got to Belgium on Monday for some suspension tests with KYB. I was mega disappointed with the choice of tracks on offer for productive testing. I know that sand tracks are the common riding spots in Belgium but I needed hardpack dirt terrain to set up the suspension as I will only race on sand on a couple of occasions this year. We chose the best solution which was Genk and it was smooth with no challenging jumps – the test could have been much more constructive on a rougher track but still we made good progress and I was pleased with our set-up.

On the ferry home I watched the BBC news tell the story of the ash clouds over the UK and that all flights were cancelled. This caused me a big stress to try and commute between my home in Northern Ireland and the team base and race events in England. I had to get home on the Liverpool to Belfast overnight ferry on the day that all the ash fuss kicked off. There were easily 500 people too many on the ferry that night and there was nowhere to sit or lie down to sleep. All the cabins

were fully booked out and people just lay down on the floors all over the boat. I didn't get any sleep at all and was freezing cold most of the night.

Of course, I got sick a couple of days later and was wrecked for about 10 days with a heavy cold. I actually resorted to an old school potent mix of raw garlic, fresh ginger, honey, oranges and boiling water to get it shifted. I was eating garlic bulbs like they were apples. I had to as I had a heap of testing planned for the exact week when I took ill. I did get better and was glad to drop the garlic intake. I was stinkin'!

The ash cloud caused me problems with getting parts delivered for my KX250 two-stroke that we had planned to race at the Red Bull Pro National stroker round at Landrake. We didn't get the parts as they were coming via air freight so I was well pissed about that as I was really looking forward to riding it outdoors since I'd only ever rode it in supercross over the winter in the UK arenas.

After Landrake we rode at Simon Lawson's track near Maryport in Cumbria. I needed to be based at the WSB team workshop for that week and I'd never ridden any of the tracks in the area so was grateful of getting out at Simon's place.

We drove on home from Cumbria and then caught a flight back over to Edinburgh for the British championship at Duns. I can confirm to you that Duns was the coldest hole in the world on that day. I swear it snowed. By the way, thank you ever so much to the very nice man who cut the course on the second turn in the opening MX1 race. You kindly rejoined the track right in front of me and fannied around getting into the rut I was in, making me having to stop, which allowed about 10 bikes to pass me! My top five start became a 15th place start thanks to your cheating shortcut. I pointed out to the ACU how the lack of track barriers/fencing/markers allowed the very nice man to cheat the way he did and they laid hay bales out so it couldn't happen again. I'm hoping Duns turns out to be my lowest score of the championship...

The following day was the May Day Monday Irish Championship MX at Seaforde. I won my races but got battered to blazes with stones from roost off other riders. A split lip, spilt chin, swollen, bruised and cut knuckles go well with my skinhead haircut to complete my street fighter townie scum look. I'm purposely wearing smart clothes when I go out so people don't think I'm some rough ass trouble maker.

I'm going to cut my grass now. It hasn't been done as I've been away and it's up past the window ledge now – of the upstairs windows!



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SWORDY

EVERY SECOND COUNTS!

STEVIE WONDER SHAKES OFF HIS EPSTEIN-BARR VIRUS AND COMES OUT SWINGING IN SCOTLAND WITH A 2-2-2 CARD...

Words by Stephen Sword Photo by Sutty

ell it's been a bit of a different month to what I'm used to in April. Ayrton had his first birthday party with all his little mates round – it was great to see and he was on full gas all day. The weather was nice and hot so we had everything outside in the garden. I can't believe he's one – it's gone really quick and he's almost walking on his own now. I reckon by the next British at Lyng he'll be stomping round the pits.

As I said in my column last month, I'm suffering from Epstein-Barr which is a blood viral infection. The team and I decided that I miss Italy and Holland to give myself the best possible chance to be in good shape for Duns. In those few weeks leading up to Duns I mainly rested and continued to have some other blood tests done. Any riding or training was very little and at a low heart rate. The effect it has on me is that I'm very tired most days which is not like me – usually I'm up and raring to go in the mornings. However, at the moment I have to pull myself out of bed and need to sleep in the afternoon.

I didn't enjoy staying at home having to watch the GPs on TV but I had no choice if I want to get better. I really have done not a lot apart from rest before Duns to have as much energy as possible. I flew from Bristol up to Newcastle on the Saturday and Tom Church and Josh Coppins were on my flight so we shared a hire car between us. We stopped off in Duns where we found a nice little Scottish cafe for some lunch – TC was trying to do a Scottish accent but he sounded more Welsh/Indian!

The track looked awesome when we pulled up and it was great to see them putting in so much effort with the watering and track prep. I wasn't sure how Sunday would go for me so I just made sure I got a good night's sleep and woke up focused on the job. The weather stayed dry but a little on the chilly side and the track was in great condition. I qualified fourth in Superpole which was good enough for a good slot on the gate.

Race one I was third out the gate – the first couple of laps were hectic but I settled down

and tried to focus on my laps. I was riding tight and got some armpump but ended up second which was okay for the first one. Race two was similar really with another top three start and I put in some good strong early laps but just didn't feel sharp enough to challenge for the lead so was second again by the finish.

My energy levels were not high for the third race but I was still on for the overall. I almost holeshot but Nunny got a flyer so I came out behind him but I bobbled on the second corner and dropped back to third. I got into second behind Bobryshev and we both pulled away from the rest. I felt good for five laps but didn't have enough in the tank to make a serious challenge. Three seconds on the day was good considering how things are and I'm still in a threatening position for the championship. It was also great to get on the podium in front of my home fans.

I flew back Sunday night feeling pretty drained but satisfied with the outcome of the day. Monday I slept most of the day and wasn't much better on Tuesday. I had a long chat with DT and we both agreed that I should miss the next two GPs in Portugal and Spain. I would struggle with two days of racing and probably make myself worse. Not an easy decision to make as I'm a racer and want to be there but we are doing it for the right reason and that's to get myself fit and well for the rest of the season. And of course the team and I have set our sights on the British title so being 100 per cent for Lyng is my main priority.

While at Duns I heard the sad news that Andrew 'Sharky' McFarlane had passed away. I just couldn't believe this and my heart goes out to his wife and family. I have many memories of Andrew and he was one of my main rivals in '04 and '05 when I was on Kawasaki. Andrew was a nice person I always got on well with, we would always stop to chat to each other if we were passing in the pits.

We had some good races together both in the British and world, he was always a fair rider to race against and very professional. That's how I remember him. RIP Sharky.

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MORE THAN GOGGLES







Q: What made you decide to leave the US for the world championships?

Peter Bonds, Suffolk

- A: "I didn't have a good ride back in the States and the team I was on was folding so I began considering other options. Earlier in the year [2008] I met Ash Kane at a diner in California where we discussed the possibility of me racing the world championships. When I left my team that summer, Ash arranged for me to come over and race a few rounds of the world championships. After that I decided I would stay and race the 2009 season.
- Q: You're renowned for having a riding style that's hard on motors - what's the reason for not switching to the 450s?

Stuart Moggridge, Peterborough

- "To be honest I was never renowned for being hard on engines before I came here. Somehow I got that reputation and I wish I could shake it because I don't like it. But my reason for staying on the 250Fs is that I am young and also pretty small so I feel that I can max out my MX2 years before moving up."
- **Q**: Zach, when are you going to forgive me for saying you were unfit when you first came to the UK? Sutty, Morecambe
- A: "Well, I do take things like that very personally.
 But, at the end of the day, things like that give me the motivation to keep working on my fitness and on all aspects of racing. When people think I can't do something, I work to prove them wrong. So, you're forgiven."
- Q: If the plans of delaying the start of the world championships until the end of the US Supercross season come about will you be lining up at Anaheim 1?
 - Daniel House, Oxford
- A: "There is a good possibility. I would love to race supercross and it's something that Steve and I have talked a lot about. Rather than West Coast SX I would more than likely race the East Coast because that's where I live and it would be much cheaper and easier for us
- Q: Is the plan to try and win a world championship in order to secure a good ride back home?

Dave Jones, Cardiff

A: "Yeah but I really enjoy racing the world championship. If you're not on a good team in America you are just wasting your time. I'm on good bikes and I

have good people around me so until the right opportunity comes alone I'll be right here.

After your injury last year do you feel you've lost a bit of speed compared to the likes of Musquin, Roczen and Frossard?

Kerrie Inglett, Montacute

- A: "After my injury last year I was way off the pace at the end of the season. I worked very hard over the winter and I'm getting back up to speed."
- Q: Is it true that you wear kid-sized gloves? John Hartley, Christchurch
- "Yes, I wear a kids' XL. Every now and then I wear an adult S but they are a bit big.'
- Q: How difficult is it living over here without any of your friends and family?

Kieran Hervey, Wareham

- "Sometimes it's a bit hard. My mom came over for the first three grands prix and my girlfriend stays in the summer when she gets a break from school but I do miss home. Some days are harder than others.
- Q: Have you tried Marmite and if so do you love it or hate it?

Nathan Lyle, Chard

- A: "I've never tried it! I can't get past the smell!"
- During the off-season do you travel back to the States to train or do you spend the winter over here?
- Andy Whittaker, Reading
 A: "During the winter I travel back to the States. As we all know, England doesn't have the greatest weather for riding - especially in the winter months."
- Q: How long is your deal with Steve Dixon's team? Alex Cooper, Bradford
- A: "My deal with Steve is for this year and we both have an option for 2011.
- Q: Which type of surface do you prefer to race on sand or hardpack?

Tom Landis, Crawley

- A: "Neither. I like racing on soft dirt with ruts. But if I had to choose between those two I'd say hardpack.'
- What is the significance of your 338 number? Rick Hyde, Sutton Coldfield

A: "Well, when I first started racing my number was 38. Then when I went to my first amateur national I was

- given the number 338. I liked it so it stuck throughout the rest of my amateur career. When I turned pro Jason Lawrence had already taken the number. People think it's his number but he never used that number until his professional career - so it's really mine! When I came to Europe I took advantage of the chance to have my number again."
- Q: Coming over from the States do you feel under the spotlight and that there is added pressure to do well? Stephen Parks, Bolton
- A: "When I first came over I didn't feel added pressure or as if I was under the spotlight. But, as other Americans are coming over, I feel that I'm carrying the flag for the States and people are starting to pay more attention so there is a little added pressure.
- With the economy affecting the amount of decent rides in America do you think we can expect to see more of your fellow countrymen crossing the pond to try their hand in the GPs?

- Marcus Perry, Poole
 A: "I'm not sure. Racing GPs and being from the States is not a simple task. I think a lot of people get the wrong impression about it. I think the reason my transition was so easy is because I spent a lot of time in Europe as a kid while I helped to develop the KTM 85. Not only is the racing hard but there is a huge difference in everyday life here compared to America which would make it hard for a lot of people to adapt."
- Q: Since you've been riding in Europe have you had any offers to race back in the States?
- Jeff Nicholls, Bridgewater "Some teams showed interest in '09 before my injury at the GP of Portugal. But after the long recovery and missing several races I didn't have any standing offers."
- Q: What goals have you set for yourself as far as the British and world championships go this season?
- Si Moore, Exmouth A: "Well I just want to be consistent with no injuries. I know that if I do that I can contend for both titles.

NEXT**MONTH**

If you've got a question for the 17-year-old Brit who's kicking ass in his rookie SX season Stateside then fire it off to him at dbrproprobe@googlemail.com



DBR: Who would play you in a film of your life?

JW: "Shoot that's tough, I don't know - maybe someone like Will Ferrell!"

JH: "That dude from Pineapple Express – James Franco.

DBR: What was the last lie you told and who was it to?

JW: "I was at Toyota of Escondido a couple of days ago and I told them that I had a therapy appointment but really I just wanted to escape back to my house." **JH:** "You're sexy to a girl outside!"

DBR: Could you check your own valve clearances? JW: "No but if you gave me the owner's manual I'm sure I could do it."

JH: "Would I what? Say that again – what is that? Hell no, I'm dumb, real dumb!"

DBR: Something you eat that you know you shouldn't? **JW:** "Pepperoni! I always go to the fridge, grab a big handful and eat them.

JH: "Sometimes I'll dive into In n' Out [Burger joint]..."

DBR: You're in second and on the leader's rear wheel do you take him out in the last corner for the win? JW: "It depends who it is - if it's someone I don't like then probably for sure." **JH:** "Absolutely!"

DBR: What's your least favourite part of a SX track? JW: "I don't think I have a least favourite section. I have a favourite and that's the whoops, especially if they're big.

JH: "Sitting in staging, I just want to get out racing."

DBR: Do you own a pair of pyjamas?

JW: "I own a bunch of them! I don't really wear them but I've got some."

JH: "No.

DBR: What has been the highlight of your career

JW: "I'd probably have to say the Motocross des Nations.

JH: "I'd say winning at the X Games, that was pretty cool.

DBR: What car do you drive? JW: "A Toyota Tundra."
JH: "A '97 Toyota pick-up."

R: And if money were no object?

JW: "I'd like to have a Mercedes. I'm not sure exactly which model - maybe a 550...

JH: "I'd stick with my pick-up, honestly. I've already had everything, I'm done.

DBR: If you could change anything about yourself what would it be?

JW: "Hmmm I don't know - maybe longer legs so that I could touch on the start."

JH: "Some of the decisions I made in the past."

DBR:: If you could meet any person – alive or dead – who would it be?

JW: "I'd like to meet the rapper Lil Wayne."

JH: "The hot chick that's the Victoria's Secret model."

DBR: If you could have any superpower for a week what would it be?

JW: "To be invisible."

JH: "I'd like to be invisible."

DBR: If you were shipwrecked on an island what three things would you want with you?

JW: "For sure my chick, probably some booze and maybe a buddy so we could all hang out."

JH: "A girl for sure - I mean that's big for me - and as long as there's fruit and water then I'm stoked."

DBR: What's the most embarrassing thing you've done while drunk?

JW: "Nothing really stands out in my mind, I try to be pretty mellow.

JH: "Oh man! I tripped and fell and my room mate p****d on me right in front of these girls! Honestly I was wasted, tripped over my pants, fell and ate s**t. I'm on the ground and he pees on my back - man, I got tinkled on!'

DBR: What's your most prized material possession? JW: "I just bought a new house so it would be that." JH: "My dog Max."



w by JP O'Connell

DBR: Favourite race you've been in? JW: "It was my first outdoor win at the Colorado National – I fell, got back up and got back out front." JH: "X Games supercross.

DBR: Be honest, how often do you Google yourself? **JW:** "Probably once every six months – I only do it just to look for pictures, honest!"

JH: "I don't actually have a computer but if I did then

probably quite often!

DBR: Blonde or brunette?

JW: "Blonde."

JH: "I like both but I prefer brunette."

DBR: Is winning a race better than sex?

JW: "For sure! Sex ends up costing you money, win and you make a lot of money!"

JH: "No, no way!"

DBR: One thing about your riding style you'd like to improve?

JW: "If I could choose one thing that I could make easier for myself it would be having my elbows up better, I find that really hard to do."

JH: "Putting it together for every lap."

DBR: What's your favourite film?

JW: "I don't think I have one favourite movie but I did

really like that movie Shooter."

JH: "The Johnny Depp film Blow."

DBR: What's your most annoying habit?

JW: "I probably don't answer my phone enough." JH: "I think too much."

DBR: If the opportunity arose would you like to try a season of GPs?

JW: "It would have to depend on the circumstances, I mean I would do it but I would have to already have won here, like an outdoor title as well as supercross. It would have to be for a lot of money as well, it would mean leaving all of your family, friends and being by yourself on the other side of the world. I think the GPs are cool, I follow them and there are some great riders but if I can ride at home and make good money then why leave?

JH: (Laughing) "Hell no!"

DBR: What has been the worst decision you've made during your career?

JW: "I've done a couple of stupid things on a dirt bike and this week was one of them. I didn't do it on purpose or anything but at the practice track I absolutely slammed into this kid and really smashed my foot - that could have been my championship hopes gone right there.'

JH: "Man there's been a few, I think it was probably when me and Boniface got into it last year."

DBR: Something about yourself that nobody else knows?

JW: "I am just a totally regular guy, there is nothing I do that is any different than anyone else." JH: "To chill out I like to sit in bars and watch the football."



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BLARNEY



RIPPING YARNS!

MARTY BARR MOVES UP TO SECOND IN THE MAXXIS SERIES, GC GOES 1-1-1 AT SEAFORDE AND IRELAND IS SHOCKED BY THE RETURN OF THE TUBMAN..

Words by Stevie Mills Photo by Sutty

ongratulations to the Carrickfergus MCC, yet again they went that extra mile in order to put the 'F' word back into off-road racing – the word here being fun!

Quad, two-stroke, pro and support class races were all laid on at the opening round of the Watt Motorcycles grasstrack championship just outside Belfast. The Grade A racing produced three different winners – Tommy Merton, Wayne Garrett and Ricky Bird – but the surprise of the evening was the return of Neil 'The Hitman' Thompson.

Tubman earned his new nickname in the final race of the evening. Running second for the entire race, Neil was not about to roll over and let reigning Ulster MX2 champion Ricky Bird just stroll on past. Two bikes, one line – watch your rear at the next grasstrack Tubman! Garrett sits at the head of the points table after the first event from Bird and Tubman – roll on round two.

All three two-stroke races were won by young Charles Stewart while Veteran winner John Guy is taking his training regime to another level and it seems to be paying off – big time! Cutting down to a mere 80 fags a day has rekindled the former youth champ's desire to win again.

Michael McBride and race winner Paul McGuire fill out the top three in the 'oldies' class.

For those of you who are not old enough to remember three-channel television, Norman Watt was the Ulster grasstrack champion around that time riding a Fantic 125 – sadly, even Norman's

success on the screaming 125 couldn't prevent Fantic switching their focus to manufacturing trials bikes. By the way, Norman Watt Motorcycles are celebrating some 30 years in their current premises just outside Lisburn City – I'm hearing that there will be some special deals to be had this summer.

The short trip across the sea to Duns in Scotland for the third round of the British Maxxis was a welcome change for the Irish contingent. Martin Barr is well on the road to recovery and he seems to be growing in confidence with his PAR Homes Honda. The Larne man scored 2-3-3 on the day for second overall and is now joint second in the points table. Martin is knocking on the door of a win in the Maxxis – watch this space!

In the MX1 class GC did not have the best of outings and 10th overall was not what was anticipated coming off a win in the Red Bull Pro Nationals the previous week. But Stuart Edmonds had three points-scoring rides aboard his Electraction TM and the Dublin lad ended the day 16th overall in the MX1 Class.

Round two of the Irish championship at Seaforde Moto Park on May Day was blessed with sunshine and a great turn out of enthusiastic spectators who were treated to some close racing.

It was tight at the sharp end of the pack and the terrain was such that most riders spent the day changing tyres as they tried to find a set-up that would hook up on the hardpack hillside circuit.

In the first moto it was Gary Gibson who ran at the front for a few laps but he finally succumbed to pressure from Tommy Merton on lap four. Merton was riding a blinder and fought tooth and nail to hold the slow-starting Crock Star at bay towards the end of the race. The Watt Kawasaki-mounted duo of Crockard and Merton swapped the lead several times until Crockard finally made the break, strategically making use of lapped riders to put distance between himself and Merton.

G&G Ross Yamaha rider Robert Hamilton blitzed the holeshot in race two until on lap three GC made his move for the lead and his second win of the day. Hamilton and Merton battled throughout the moto with Hammy taking the runner up place by less than a second.

In the final moto it was GC from Hamilton who only just found a way past Southern Centre racer Ross Brown. Brown, who rode an exceptional race capitalising on a great start, also won the Southern Centre championship races in Cork the previous day.

Finally this month, news on Graeme Irwin's recovery is good and Ireland's hottest prospect should be back in the saddle by the end of June, although getting back behind a startgate may take him a

little longer.



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OFFICAL















JONTY'S BC



Words and photo by Jonty Edmunds

or as long as they've been included in the Enduro World Championship extreme tests have always divided opinion. The topic of more than the occasional heated paddock debate, the role they play in deciding who does the winning in the world's #1 enduro championship is a contentious issue. And once again, with the 2010 EWC series only just started, extreme tests are the number one hot topic...

The last rider to make his feelings clear about extreme tests and their place in the EWC was Australian Stefan Merriman. Although a rider who more often than not did better rather than worse when it came to extreme tests thanks to his abilities on a trials bike, Stefan could see that by and large they weren't a good thing for enduro. He understood the principle behind them - short, sharp and exciting stages that the public could easily access - but saw that the reality was often very different. As far as Stefan was concerned they were an unwelcome addition to the sport.

Time and time again Stefan would 'complain' about extreme tests and while others who were and many still are - equally as disillusioned by the supposed spectator specials opted to keep quiet the plucky Aussie would tell it exactly as he saw it whenever asked.

With Stefan now back home in Australia another rider has decided to speak out about the role extreme tests are playing in the EWC series - Mika Ahola. Although certainly not a trials rider, Mika has been one of the fastest and most consistent extreme test riders of recent years. Arguably he more than most has benefited from the inclusion of extreme tests in the EWC. But

even he's a little disenchanted with the current

Rather than keep his thoughts to himself, as many riders do, Mika recently opted to post his comments regarding extreme tests on his blog. As they played a huge role in the outcome of the opening two rounds of the 2010 EWC series Mika saw fit to scribble away about all things extreme as well as explaining the conversations he had with FIM officials prior to the start of the GP of Portugal.

'Adding the artificial super test [the Friday night special test that takes place on either the extreme test or a second, separate extreme test] to the motocross test would make the race too heavily balanced on the 'extreme' side. There's already the Indoor Enduro World Cup for this kind of racing. We [the riders] explained that many are afraid that WEC as a sport is going too much in the direction of 'last man standing' kind of racing. Riders are often separated by hundredths of a second on enduro and motocross test and then extreme tests make all other tests pointless because they are

What Mika doesn't do is sensationalise the situation, point the finger at anyone or rant and rave about this, that and the other being wrong with the sport due to extreme tests. He doesn't have a go at any one person or organisation. And he doesn't start throwing his weight around as a multiple world champion demanding instant change. Instead Mika - one of the EWC's longest-serving riders, one of the world's very best enduro riders and a rider who cares about the sport of enduro – simply gives an insight into the issues affecting the sport and offering his thoughts as to why certain things are wrong and what can be done to rectify the situation. It's not scandalous banter intended to shock people, instead it's honest and measured comment.

During every interview I've ever done with Mika he's always been honest and thoughtful, not once giving bland, uninteresting answers. Speaking out about issues that affect any sport is something many riders prefer not to do, especially when they're at the top of their game. Not Mika. He's never been one to shy away from whatever it is that needs to be talked about. And like others that offer interesting comment whenever questioned he's to be commended for that.

What's sad is that for all the changes that have been made to the Enduro World Championship in recent years, changes that have largely been good for the sport, unwillingness by the FIM to look at the bigger picture when it comes to extreme tests is still something that angers many riders.

Extreme tests play a huge role in the outcome of modern day Enduro World Championship events which as far as most riders see it is wrong. Trying to liven the sport up is fine as too is trying to attract the general public. But at what cost?

Mika, as Stefan Merriman was before him, is more than a little disillusioned as to why the EWC needs to include such extreme sections. He certainly doesn't want an 'easy championship - far from it - but what he and many riders want is a series that's fair for all and safe. It's just a shame the FIM and series promoter ABC Communications don't appear to want the same things...









FOX RACING CASUAL FOOTWEAR

According to a weekly women's rag I flicked through while waiting for an appointment with my orthopedic surgeon 'the new season gives you a good reason to buy new shoes and because there's an incredible selection of master-crafted designs available you've got a really good reason to pamper your feet with fashion'. And because the new MX season has already started and the latest range of footwear from Fox is fresh outta the factory I reckon it's best you don't delay – check 'em out online at **www.foxeurope.com** and then buy a pair today...

TROOPER 2 HELMET The brand-new Trooper 2 has all the goodness of the original model but now incorporates even better ventilation and more comfort features. Constructed from a Kevlar reinforced fibreglass shell the Trooper 2 has a lightweight feel that helps riders keep a cool head.

Price: Carey Hart Vegas £219.99 Multiply £199.99 Supplier: oneindustrieseurope.com Contact: 01404 549696



Struggling to get your bike all sparkly-clean like sir? Well struggle no longer because this Mud Buster – as used by Gordon Crockard – will get the job done and if it doesn't then nothing will...

Price: £6 per litre Supplier: denronproducts.co.uk Contact: 028 7930 1516









CARBON FIBRE PERFORMANCE PARTS Already known as a rather good builder of

performance exhausts, LeoVince is now seeing to the needs of the motorcycle world in a more extensive manner and that includes a new carbon fibre division that's been set up to develop special components for off-road competition machinery. With a plethora of parts to peruse it's well worth logging on to www.leovince.com to see what they've got to protect your bike.

Price: from £34.99 Supplier: apico.co.uk Contact: 01282 473190

LEOVINCE

FOX RACING

CAMPLOSION RACEWEAR

I'm not sure how they do it but Fox Racing have once again upped the quality and construction of their 'mid level' line of racewear with this rather bright and bold Camplosion kit that definitely pushes the boundaries of design and fashion but does it at the right price. With a full set of gloves, pants and jersey costing a good bit less than £150 and the excellent V1 helmet priced to sell at 100 bones I reckon we're



Around half a litre of fizzy energy drink is way more than the average human can chug down in a single sitting which is something No Fear have obviously figured out because their new cans of Extreme Energy drink have a resealable ring pull (except it's not really a ring pull anymore but more of a push n' pull type of opening device).

As well as coming in a muchos muchos clever can the new drink also tastes all right too "dancing around on the palette like pixies" or at least that's what DBR's resident designer The Bear claims. So check it out at your local energy drink emporium, newsagents, supermarket, gas station, convenience store, vending machine or whatever...

Price: £1.19

Supplier: aimiafoods.com Contact: 01942 408600

STUFF

MOTORBOOKS

MOTOCROSS AND OFF-ROAD MOTORCYCLE SET-UP GUIDE

This book is full of top-tips, tweaks and adjustments that rins book is fund to prups, tweats and adjustments were dirt bike rider needs to know but usually have to find out about the hard way. Whether you already own an off-road bike or you're currently looking to buy one this book provides all the information you need to get the most from your machine.

Price: £16.99 Supplier: dirtbikerider.com Contact: 01524 834066

UFO

WARRIOR H1 HELMET

Designed and built in Italy by world famous plastics company UFO the all-new Warrior H1 Helmet is the end result of an awesome amount of attentive research. The Warrior H1 is built to offer maximum performance will providing optimum comfort and this aggressive looking helmet comes in a whole heap of designs and colours which means there's most likely something that'll float your boat. Tried and tested by Tanel Leok, the Warrior H1 is in a dirt bike store near you right now.

Price: £249.99

Supplier: mdracingproducts.co.uk Contact: 01935 429646

SULLEN

CASUAL TEES

With artwork inspired by some of the world's leading tattoo artists the new range of Sullen t-shirts – that are available now in the UK through freestylextreme.com are the baddest thing to come out of Huntington Beach since The Bear's MMA hero Tito Ortiz. And just like Tito these Sullen tees are super-strong and strategically-inked too so they should stand a beating or three. Killer!

Price: £19.99

Supplier: freestylextreme.com Contact: 0117 967 2240

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KOMBAT H+H REPLICA HELMET

Motocross warfare can take a hefty toll on a rider's budget which is why One Industries' Kombat helmet offers the same development practices as the Trooper 2 at a value that will keep you headed back to the track weekend after weekend ready to fight.

Price: £109.99

Supplier: oneindustrieseurope.com

tact: 01404 549696



MOTORBOOKS WORKSHOP

Motocross and Off-Road Motorcycle Setup Guide







EDMASTER

MX SKILLS CD

After looking back at my lengthy off-road racing career the one Arter tooking back at my lengthy on-load racing career the other thing I wish I'd done more of is get some quality coaching. While this CD – which is also available as a download from iTunes and Amazon – isn't as good as a full day of one-to-one training with Ed 'the Edmaster' Bradley it does cover all the basics and offers a full explanation of what techniques you should be using, when you should be using them and equally importantly why you should be using them. Listen to it at home, at the track or after riding to hear Ed offer a plethora of advice drawing on years of experience and knowledge which will help you improve your braking, turns, ramp and tabletop style jumps as well as those all-important starts.

Price: £25

Supplier: edmaster.co.uk Contact: 01777 818881

APICO

TYRE CHANGER

Unless you're some kind of tyre-iron wielding wizard, rubber hoops can be an absolute bitch to fit on to steel rims and double the fun if mousses are involved. So if – like us – you hate fitting tyres with a passion then this tool tyre changer/bead breaker from Apico is ideal because it helps take some of the stress out of that tiring and time consuming job and that makes it an absolute essential purchase for the serious racer who changes tyres more often than their underwear.

Price: £69.99 Supplier: apico.co.uk Contact: 01282 473190



HERO BOOTS

Italian off-road giants UFO enter the MX boot wars with these brand-new Heros that are available in the UK right now from the good old boys at MD Racing. Cleverly designed so many parts are replaceable and interchangeable the Heros – which are available in black or white in sizes to suit pretty much everyone - look like they could just maybe be a product that challenges the industry-leading

Price: £249.99

Supplier: mdracingproducts.co.uk Contact: 01935 429646



A CAUTIONARY TALE

I'm not writing in to try and win anything, more to inform other readers to watch out for their most prized possessions - their MX bikes. Mine was stolen from me on April 30 at 4pm from Cardiff and was virtually robbed right out of my hands. The anger I feel is almost too much to bear. I'm 18 and put all the money I had into my CRF250 and someone literally rode off on it.

Anyway, I want to warn people so the same doesn't happen to them. I had my bike for sale on eBay looking to upgrade and had a call from a man asking normal, genuine questions about my bike and asking if he could come and view it. Having sold my old bikes before the same way I gave him my address for a viewing.

The guy came round to my house when I was at work and my mum was out but my sister and her boyfriend were in. He told them he'd arranged a viewing and it was okay to see it. He looked at the bike in the garage with my sister and her boyfriend and then asked to see it in daylight.

As my sister's boyfriend opened the garage he ran with the bike down my drive, bump-started it and was gone with on old grey coloured Transit van following him. I want to warn other riders about this happening - as a motocross enthusiast it's the worst thing I could go through and wouldn't want the same to happen to anyone else.

Also, if everyone could keep a look-out for my CRF it would be much appreciated. It's a 2006 bike dressed to look like an '09 with red Samco hoses, twin Akropovic exhausts and black Pro Taper bars with black rear sprocket. It has a dent towards the back of the left side of the swingarm and has my number 24 and name all over it with Relentless graphics.

Alex, Cardiff

We're absolutely gutted for you Alex – there are some real scum-suckers out there and sadly it seems more and more bikes are being stolen. When you're selling a bike you must never give anyone your home address. The smart way to do it is to arrange to meet up somewhere public – preferably outside your local cop shop – and make sure you take a couple of burly mates with you just in case the prospective buyer isn't genuine

BAILIE BAILS!

Whatsup DBR! I don't think I've actually appreciated how awesome this magazine is! I love MX and have just decided to try my luck at FMX – let's just say that part hasn't gone too well. I crashed hard and now have a hefty amount of screws and plates in my wrist and ankle. It sucks since I can't race for a few weeks but reading this magazine has made me

want to recover faster and get back on the bike! Oh and my sister loves the fact that she can catch up on women's MX!

Bailie Mitchell, Manchester

Only a few weeks? Just goes to show if you want to try FMX you've got to be a fast healer...

MX STIMULATOR!

Hey everyone at DBR! First off I'd like to say great work with the mag - keep it up! Next I just wanna report on a game that I've been playing recently. It's called MX Simulator and it's supposedly the most realistic motocross game out there (apart from the graphics but who cares about them, it's the gameplay that's pretty good). The bike physics are pretty good too and it's a fun way to pass the time even though I'm stuck with the demo version as I can't afford to buy the full one.

I was reading Gordon Crockard's tips for doing tabletops this month and even though I really want to try it at the track I can't due to my CDI unit blowing on my newly rebuilt 1990 RM250 (I had everything done near enough and it's ripped a hole in my pocket - being an 18-year-old college student doesn't help either).

So to satisfy my needs I decided to try it out on this MX Simulator to see if I could get my lap times down so I opted for the throttle up to the jump and use the back brake approach and found that it really did help a lot and I've managed to smash my lap times on the Eskwannabe Park track from 1:28 right down to 1:08 so thanks to Gordon for that.

Now to my last little rant! I bought a recent DBR and really enjoyed reading about the Shed of Dread because I've just rebuilt my bike and it said tune in next month to find out how it goes for the moment of truth. So I bought the next month's only to find out it's not in it and I'm itching to see how it has gone. But anyway, I hope this may get published at some point so I'll be a tiny little bit famous!

Also, I reckon you should all give MX Simulator a try if you haven't already - the site is www.mxsimulator.com

Scott, Ayrshire

Nice one Scott – we're sure Gordy will be stoked to find out his techniques work just as well on the PC as they do at the track. As for the Shed of Dread, well, what can we say? Chances are – just like a lot of us – the Dawg ran out of readies at the end of the month and had to top up his piggy bank before he could crack on with the project. Y'see, at DBR we believe in keeping it real. And make sure you pick up next month's mag when the moment of truth will finally arrive and the SoD will be revealed in all its restored glory. We think. Possibly probably. Possibly probably.



ROCK 'ARD JOSH!

When at motocross meetings I often hear people complain about their little injuries. "Oh my broken toe is hurting so much, I have never felt so much pain." Shut up! That's nothing compared to our adopted son Josh Coppins

For instance, when Coppins broke both his ankles and damaged vertebrae in pre-season testing before the 2003 season doctors told him that he'd never ride again. Josh underwent an op on his back and his left ankle which was an utter mess (broken in five places and dislocated in two). Then somehow he rehabilitated himself and defying the doctors' beliefs came back mid-season still unable to walk without crutches and won British championship rounds and hopped on the podium at the final GP of the year at Ernee.

He is the definition of hard. So before you think you have a bad injury talk to Josh Coppins and ask "what injuries have you had?"...

Peter, Surrey

Can't argue with that Peter, Josh is tougher than a Morecambe barmaid...

KIT CURSE!

Having raced motocross for a few years I have had loads of crashes and one or two minor injuries but all that changed when I got myself two new One Industries kits. Easter Monday at Mallory Park wearing one of the new kits and I had a mid-air collision and ended up unconscious and transferred to hospital. The hospital staff cut the kit off me!

The following weekend fully recovered I ventured out in the other new kit. I hit some ruts wrong and down I went. The footpeg went through the trousers and deep into my shin which needed cleaning and stitching in theatre while the exhaust burnt a hole in the shirt. Two consecutive weekends in hospital and two kits to replace - maybe it's time for a rest (I was going to put break but thought that might be asking for trouble)?

Jordan, Yorkshire

That sure is some sucky luck you've got going on there Jordan...



GOT SOMETHING TO SAY? WELL HERE'S WHERE YOU SHOULD BE SAYING IT...

Write to Rant at the usual address or email us at rant@dirtbikerider.co.uk All letters/emails must be accompanied by a full address. Oh and please don't send emails all in capitals. Cheers!

LETTERS WIN PRIZES

Write to Rant, get your letter published and you'll win a one-litre trigger bottle of marvellous bike cleaning fluid Muc-Off. And if we rate your letter highly enough you'll also receive our star prize this month a pair of Etnies Fader shoes.





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He puts his success at supercross down to the jump-filled tracks he learnt his craft on back at home. But despite liking the buzz and technicality of racing indoors, he never really took it any further as GP teams didn't like the injury risk that SX posed to his world championship quest, particularly after injuring his shoulder at Bercy in 2004.

Although he's kept away from the notoriously challenging indoor scene, Swanie's certainly had his fair share of injuries throughout the years which have caused many months of frustration. In his career he's suffered numerous dislocated shoulders and bad ligament tears plus breaks to his scaphoid and collarbones but his worst injury has been the smashed foot he sustained at the Budds Creek Motocross des Nations in 2007.

"I was young, like 16 or 17, the first time I did my shoulder when I came over to Europe. I done the left one three times now and had lots of problems with it which is tough because it takes a few months to heal each time. In 2006 I broke my scaphoid which never healed right and gave me problems – I had surgery on it again at the end of 2007 so I missed a lot of 2008. Also at the des Nations at Budds Creek I broke the whole foot really bad which was totally dislocated and I struggled with it quite a while. In fact I had another surgery on it last year again."

Swanie is a particular racer with a strict regime. He has a base in Belgium with his long-term girlfriend which he aims to get back to after every GP to keep some continuity in his life. The CAS Honda pilot has a personal trainer and a programme that covers every aspect of his fitness which to most of us would be a tough day-in, day-out monotonous grind. Everything is controlled each day leading up to a race.

Swanie's lucky enough to have his family come visit him and support his racing regularly as his trips home are few and far between except for a month or so in the off-season so his focus is solely on the job in hand.

"I bought a house a couple of years ago in Belgium which is home for 10 months of the year. I try to go back there as much as I can as I like home comforts and have a set routine so I can see the same physio for massages, see my normal doctor, trainer and so on. I go home to South Africa for a couple of months as soon as the season is over if I don't have any testing, although this year it was longer as the team went out to test there. I'm lucky my dad comes over here quite a bit and my mum comes around once a year for a longer period but it's always good to go home."

This year with a switch to Honda machinery



and an injury-free pre-season Swanie was feeling at his peak heading into the first round of the world MX1 championship. Having had a seamless switch from years riding a Kawasaki, the South African racer was feeling better prepared than ever. The CAS Honda squad tripped over to his hometown of Johannesburg to enjoy the good weather and cool tracks while testing the 2010 CRF450R with his new team-mate Evgeny Bobryshev and heading into the earlier-starting season at the end of February things were looking good.

"The bike is good and I really like the Honda. It's an easy bike to just step on and ride. Having the team coming out to South Africa with good weather and good tracks, things couldn't have been better for me. Normally when I train hard in the winter at home and come here in the cold I

get sick so it was a lot better staying home. With Kawasaki in 2009 it was a big team and had lots of staff, whereas Molson was more of a family atmosphere and now with CAS we have that tight-knit family feeling again which I like. At Kawasaki there was a bit of a language barrier with many different guys like French, Dutch which made it pretty hard so it's easier being with a team that speak English too."

But the season start hasn't exactly been ideal in the British or world championships for the 25-year-old. Lying 12th in the world in the overall rankings at the time of writing and with few top 10 finishes to his name in the first three GPs, Gareth has yet to show what he is capable of. Known for his consistency throughout a season — and with a proven machine at his disposal — the #8 rider should be stepping into his prime

having learnt the art of riding the big bike last season. But it hasn't happened just yet.

In Bulgaria bad starts left the CAS Honda racer with a lot of work to do in each of the motos to go 11-13. In Italy a qualifying crash meant Swanie was on the back foot for the whole weekend and while hardly looking a glimmer of the Swanepoel we all know he managed to go 15-15. Bad luck struck again in Valkenswaard when he was involved in a second turn tangle in qualifying and he ended up way down the gate pick for the races. He recovered with two very strong rides in the sand – and without goggles for the entire first race – to go 12-10 and finish up 10th overall. He certainly looked more at ease on the bike than previously and hopefully this is a sign of things to come now that he's begun to settle into the season.



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CAS QUOTES

"For me Gareth is very capable of achieving what he wants to achieve. He has everything he needs to do the job. The bike, the team, his regime and his fitness are all in place. He just needs to believe in himself." Harry Ainsworth, CAS Honda Team Owner

"The level is higher than ever this year, in fact maybe four times higher than in 2009 and we have 15 quick guys with GP winners from MX2 coming up too so competition is tougher than before.

While Cairoli is a bit of an exception the rest of the field are all talented guys and Gareth needs to forget about what he's done so far or what happened last year and concentrate on riding the bike to his ability. It's taken until this race in Valkenswaard for him to have the bit of fire we know he has. For me he just needs to ride the bike and not analyse things too much as it will all come together.

"In the British he so far has had some great

results and then a no result with a fifth or an eighth which is not where he should be. We know it's there but it's just trying to find it week-in, week-out at every race. While Evgeny has the raw speed, Gareth has the experience and fitness but he is thinking about things too much at the moment.

The team are supporting him and the bike is good, he just needs to turn up and race like Gareth Swanepoel can."

Neil Prince, CAS Honda Team Manager



now you just can't afford to have bad starts or problems in qualifying. I guess it seems to be how I am as every year it takes me the first three GP races to get going and I can't put my finger on why that is but I've always tried to break that pattern. Once we get into June I always seem to be able to hit another gear.

"I get frustrated quite easily but I work hard in the week and my speed is there, it's just a matter of putting it together in the races. I keep the faith in all I've been doing and every weekend I just do my best and hope it will turn around. I have no doubt that it will, it's just a matter of 'when' it will come together."

His team-mate Bobryshev has certainly proven that the Monster Energy-backed CAS Honda is capable of doing the job as he's leading the British championship and running with the fast guys at GP level which must be tough for Swanie to swallow as he is the more experienced racer in the team. But let's not forget Swanie established himself as a regular top 10 racer last season and, as he says, it has always taken him a while to get going at the start of a year.

"My goal is to get into the top 10. My main focus is to line up two strong race results at every GP with top 10 finishes, then once I get that it will be aiming for the top fives I set out to achieve at the beginning of the year. I think I'm capable of doing it, it's just a matter of getting the whole weekend together."







Main: Latvian loons Maris Rupeiks and Kaspars Stupelis charge to overall victory at Langrish Right: Janis and Lauris Daiders lead reigning champs Joris Hendrickx and Kaspars Liepens



Okay, there are one or two modern obstacles

First corner chaos!

old-school – the promoters don't feel the need for hard-standing pits, ugly green fencing around 44 dirtbikerider



placed strategically around the track but in essence the lie of the land's the same as the Pleistocene Ice Age left it all those years ago. And what a circuit it is – fast, hardpack and with plenty of elevation changes, the 1.7km track oozes action from its every inch.

Although it's well known as the home of the August Bank Holiday Ken Hall International, the track last held a world championship round way back in 1998, won by 10-time British champion Chris Etheridge and his passenger John Chambers. And 12 years on the GP is back and this time there's another pair of British challengers who are in with a shot of winning their home round.

Winners of the last moto of the last round of last year, seven-time British champions Stuart Brown and Jason Peters know what it takes to win at this level, the bumper crowd knows it too and their expectations are high. But with high expectations comes the last thing any motocross racer wants to feel – home GP or not!

"There's so much pressure on with everybody watching and expecting us to do well but you can only take each race as it comes," says Stuart. "To be honest I don't think this track is going to suit us all that well today, it's very well prepared but it used to be way more natural but now they've added some jumps and bits which make it better for the public but a bit more supercrossy and that's something that always seems to suit the foreign riders better."

And it's not just the added jumps that work against the Brits – the whole Langrish layout seems to favour the European riders who have right-hand rather than British-style left-hand chairs. There's another factor that plays into it too – water. A super-dry winter leaves the Langrish circuit dry as a bone and that means it's essential for the Waterlooville club to crack out the bowser.

While you might think that a freshly watered track makes it the same for everyone that's not quite true either — with just five teams riding left-hand chairs as opposed to the 25 who aren't it doesn't take a genius to figure out which lines that suit each particular side of sidecar will dry out first. The silver lining to that particular cloud is that the lines the Brits will mostly be using stay smoother longer through the day as the rest of the track roughs up.

Five Brit teams and one Anglo-Belge hybrid make it through Saturday's qualifying sessions – Brown/Peters, the Millard brothers Daniel and Joe, Scott Wilkinson and David Keane, Steven France and Lee Machin, Rob Topp and Mike Geraghty and finally 2007 British champion John Watson with his Belgian partner Dagwin Sabbe who are running a Euro-style right-hand outfit – and aside from Brownie who's feeling the pressure to perform all seem pumped to be given an opportunity to race on home soil.

"I'm super-excited," says Daniel Millard.
"This is my first ever GP in England and



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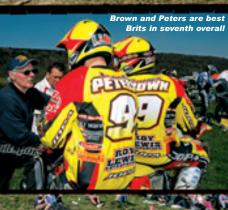
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ndrickx and





qualified on the front row which we've only done twice before so I'm really pumped."

While a front row start ensures the Millards are the leading Brits away when the gate drops for the first moto they're still only mid-pack as the thundering throng of 30 three-wheeled racers exit turn one with Latvians Maris Rupeiks/Kaspars Stupelis heading the charge ahead of Jan Hendrickx/Tim Smeuninx, reigning world champions Joris Hendrickx/Kaspars Liepens and Daniel Willemsen/Sven Verbrugge. The Millards end the first lap 15th with Brown six places back but charging hard through the pack.

At the front nothing changes all race with Rupeiks heading Jan Hendrickx and Willemsen across the line but back in the pack it's all-out sidecarcross war and the fans are loving it! The Millards power their way up to ninth by mid-race and are going great guns until the floor of their sidecar grounds out on the crest of a hill and they lose four places - including one to Brown before getting going again.

And Brown's not done charging yet. After passing the stricken Millard brothers, Stuart and Luke keep on keeping on and snatch another three places in the dying moments of the 30-minute plus two lap moto to cross the line in 10th with the Millards 13th, Wilkinson/Keane 14th and France/Machin a fine 17th.

Around two hours later and the second moto leaves the line with Germany's Thomas Morch and Robbie Bax leading the way on their two-stroke Zabel ahead of the thundering four-strokes of Hendrickx and Willemsen. Brown's away just outside the top 10 with Millard and Wilkinson not too far behind as France gets

Brits fight forward - Brown to eighth, Millard to 11th and France to 20th as Wilkinson who had been as high as 14th DNFs after a problem on lap five.

At the front of the pack Joris Hendrickx takes control on the second lap of 15 and is never again headed. "I was really aggressive in the first lap and after that it was very easy," says the reigning champ. "The track here is very nice and fast - and that's what I like."

While Hendrickx takes the second moto victory the day belongs to Rupeiks and Stupelis who charge from seventh to second in the final moto to claim overall victory and pull within three points of the series lead. "The GP is ours and that is the most important thing," says Stupelis later. "Overall we had a really good day. The track is awesome - there are nice double jumps and it's the kind of track you can really show the fans what it's possible to do with a sidecar.

"Our start was good in the first race - they were battling on the outside of turn one and we were able to turn underneath them and get away in the lead. Once you're out front it makes it so much easier because there are many riders who are fast. The start was not so good in the second race but we were able to push through to second and we always had that bit in reserve to get by the other riders."

Although finishing far from the podium in seventh overall leading Brit Stu Brown's not too disappointed. "It could have been a lot worse," laughs Stuart. "It was a hard weekend but seventh overall is okay and something we can work from, make a few adjustments and come stronger towards the end of the year."





ince the John Higgins snooker scandal hit the headlines in the Sunday papers a whole heap of Scottish sportsmen have been living in fear of being caught out by crafty journalists. Heck, even 25-year-old motocross racer Bryan MacKenzie was ever so slightly cagey when approached by my alter-ego Harold McDuff of the fictional fanzine Dirt Track Racer by email not too long ago

Obviously fearing he was being wound up by one of his 'friends' Irn Bry eventually agreed to sit down and spill the beans provided Harold didn't ask him anything about – 1) his bank details, 2) who he was with two nights ago, 3) his view on politics, 4) tennis or 5) who actually did break the greenhouse.

Since I already know Bry's account number and sort code and I've embezzled all the funds I left that one well alone but figured everything else – including the recent events that saw Bryan part company with Twisted 7 – was fair game. So here it is – Harold McDuff's exclusive Bryan MacKenzie interview...

DBR: The past 12 months has been pretty mental with you changing teams and bikes and stuff – what's been going on?
BM: "You're telling me it's been mental! For eight seasons I rode with Kawasaki and

then last year the team switched to Honda, then I jumped on the CAS ride, started this year on Husqvarna and now I'm back on a Kawi. I'm not used to all this change but it's all been going down this last year!

"Like I said, I was with Kawasaki UK for a long time. I was pretty much part of the furniture there – like a reclining chair or something. But last year the team had an offer from Honda that we couldn't refuse and to be honest I'm glad we took it because it later opened a door for me with CAS that gave me an experience that I don't think I would have got otherwise.

"After the CAS gig though I only had a couple of small offers come in for this year and the best one was to be back at Twisted 7 on a Husqvarna. It looked like it was gonna be the biggest year yet for the team with the support that the boys there had got in but it all started to go tits up early on! So BC [mechanic Bryan Connolly] and I had to take the decision to leave.

"Anyway, after all that my dad and BC's dad said they would buy me a bike and BC agreed to keep on prepping it in his spare time. So we phoned up the Lawsons at Horseman Motorcycles to buy a Kawasaki and that was it. Kawasaki called me up and said they'd be pumped to help me out again through the Horseman dealership and so here I am."

DBR: Do you feel that riding for CAS helped you develop as a rider? Or was it more a case of being on good equipment, getting away at the starts and lifting your self-confidence by running at the front of the pack?

BM: "You know, I have a pretty good theory about this question. All my life I've raced in the UK championships so I know everyone! I know who's fast and on what tracks someone is gonna be super-fast or struggle and all that.

"Obviously the bikes were sweet at CAS and just the general experience floating about from everyone under the awning was a big help too but to be honest the main thing was just racing GPs. I scored points at the first one which felt awesome and then I went to the next one and scored more. Then I started getting pissed off if

certain people beat me and each week my list was getting bigger with people I felt I should beat.

"Then I started getting a buzz from getting good starts and being in front and racing with guys that 'should' have been beating me and it all just boosted my ego – but in a good way. It elevated my level because I was racing with new people in a different environment instead of the same people on the same tracks."

DBR: Was it like a dream come true to ride a factory Honda?

BM: "Hell yeah. The bike was unreal and the confidence it gave me just knowing that all that trick ***t was bolted on. Even just to ride for the team and a bunch of guys with so much success was awesome and the lifestyle was just so much fun! We were staying at the workshop in Belgium between GPs, I was riding bikes full-time and money wasn't a problem – just the whole package was a pretty sweet deal!"

DBR: Why change to the MX2 class after coming on leaps and bounds in 2009 on the 450?

BM: "Well last year I thought I had a pretty good year in my wee stint at GPs and I guess the British was okay but the bottom line was 10 years ago I probably would of done enough to get a couple of good offers from UK teams or maybe even one of the mediocre GP teams but not in this day in age. It seems that most of the teams employ the first guy to get the results and then a second guy with a big piggy bank. It became pretty clear that not many people thought I was the first guy and I'm definitely not the second guy! So I guess that was my window of opportunity to make it and I didn't!



BRY'S THOUGHTS ON...

"Well I was new to them last year so I just enjoyed the whole deal. I never got any hassle from anyone or in trouble for anything so personally they were fine. As far as watching them on TV, they look good and the coverage is awesome.

"Behind the scenes, well I dunno really. Someone is making a lot of money out of it. I do appreciate they take a big circus with them every week though to make the TV coverage and everything possible and that will take a hell of a lot of cash to move from place to place but it's so expensive to race them right now!

"I don't want to say anymore than that though because it seems that if you go against the GP regime then it's like being put on the FBI most wanted list and a picture of your face is handed to every ticket booth at each GP that says 'banned'!"

...THE NEW NGK/MAXXIS PRIVATEER CHAMPIONSHIP THING

"I won't lie to you, I've not read anything about it but if it makes our life easier then I'm into it! Where do I sign up?'

...ALLOWING 250cc TWO-STROKES IN THE MX2 CLASS

"It makes no difference to me. The new batch of 250Fs are really fast so I don't have any problem with it whatsoever. It'll be cheaper for the privateer guys too for obvious reasons so I think it's cool. But I'm happy with my KXF250 for now."

TRAVELLING AROUND BRITAIN

"It sucks! You have no idea how much money I spend on fuel. I could easily spend my whole weekly working wage on fuel every time I go away but luckily for me I have my dad and BC. Yeah, my mechanic BC even helps pay to go racing because that's just how we do things - we try to go three ways on it.

"The roadworks right now are brutal too! There's so many 50mph speed sections up the M6 it's crazy. We've had two speeding fines this year already! D'oh! So be warned, those average speed thingies do actually work and, no, the changing lanes theory to avoid being caught doesn't.

"I heard a lot of huffing and puffing at the weekend too with people bitching about the drive! I thought it was sweet. It was a novelty for me to sleep in my own bed the night before a meaningful race. It took me nine hours to get to Landrake last week and it'll take me seven-and-a-bit to get to both Canada Heights and Lyng which are my next two races so for you guys coming up here just once doesn't hurt too much does it?"

...THREE 20-MINUTE RACES AT THE MAXXIS

"I like it. I didn't dislike the two-moto format though but I like how you can try and sprint the whole race in the new motos. It makes it a lot more exciting."

"Imagine, you've been one of the best copywriters in the UK for over 10 years and you've worked on the busiest high street in London the whole time with your wee desk right in the shop front overlooking all the random people.

"But now someone has chopped off your right hand and you're still trying to type on your wee computer with just your left - you start to look a bit like your granddad

trying to use YouTube or something so everyone on the high street starts telling you you're s**t and reminding you you're s**t every time you make a spelling mistake and you have to take that crap for about six months! I wouldn't begrudge anyone in that situation for being slightly pissed off.

"So I salute Billy for moving to Oz to get away from it all. It shows that he still wants to ride bikes as he could have just moved away and lived happily ever after but he decided to move and continue racing bikes - and grow his right hand back."

LIVING IN SCOTLAND

"Like I said before it sucks for travelling but I've stayed near Southampton for a year, spent a bunch of weeks in Belgium last year and heaps of time bopping about the place down south throughout the years but I can honestly say the best practice tracks available are from where I live!

"I live about five miles from JDH [track builder Johnny Douglas Hamilton] and although he doesn't have his own track anymore he's had his hand in pretty much all the tracks around here so they're all pretty badass. I could practice on a different track every day of the week if I wanted to and not have to do one limited session or pay over 20 quid for any of them!

"There's a lot less traffic on the roads too and I bloody love it that 20 Scottish pounds is worth 40 English pounds every time I go down south. It is, honest!"

...SCOTLAND'S #1 SPORTS STAR ANDREW MURRAY

"He plays tennis and he's from near a practice track - the end."



IF BRY COULD ...

.HAVE THREE WISHES

"I'd have infinite money, unlimited health and not get arthritis when I'm older.'

.HAVE ANY GIRLFRIEND

"I'm working on her right now!"

..INVENT SOMETHING

"I don't know what but something people need to use on a daily basis so I make a lot of monies.

HAVE ANY SUPERHERO POWER "To fly! Nothing could beat that surely."

..CHANGE ONE THING ABOUT HIMSELF

"I have a 'Nemo' arm! I injured one of my shoulders in 2006 and have lost all feeling and control of my deltoid muscle. I had to teach my arm to work using my bicep muscle which took about three months but now my muscle has completely wasted away so one of my shoulders is really small and funky looking just like Nemo's flipper. So I'd like that back please.

CHANGE ONE THING ABOUT THE WAY YOU LOOK

"I'd have my long hair back! Long gone are those days though...

START ONE RACE OVER AGAIN

"It'd be the Swedish GP last season. I finished 10th in the first moto and run up in the top six for a bunch of laps and fought off a four-lap charge from Manuel Priem at the end of the race. He even passed me once to push me to 11th but I just held my breath and passed him back in the next corner and broke him after that.

"The feeling of accomplishment was sweet. It made me tingle when I crossed the line - I was so pumped. It felt like I had made it as an MXer. Everyone else was super-pumped too - Stuey, Neil, the team, my dad, brother and a couple of my best friends were there. If I just had Billy and a couple of other dudes there to share it with me it would have been perfect. I'd like to feel that again. In fact, I enjoyed it that much I wouldn't change the race outcome even if I could. I'm more than happy with a 10th.

.HAVE ANY SPONSOR

"Just anyone that would like to pay me to be a full-time rider just now.

..BE ANY DINOSAUR

"The biggest, baddest one. A T-Rex or something." ..LIVE ANYWHERE

"I quite like where I live now. I'd just like some better weather."

...CHANGE SOMETHING ABOUT MOTOCROSS

"We'd be appreciated as being athletes by the general public and more widely accepted as a sport. We're more badass than rugby players, more talented than footballers and make less money than everyone! What's that about?"



"So I just thought ***k it. I lived the dream last year and I'll probably never get that chance again now so I'm just gonna have more fun with my racing. They always seem to be pretty exciting races to watch and the MX2 guys are just as fast as the MX1 so it's not like I was 'stepping down' as some people say it, making it sound like it's a step backwards. It's definitely not. Also I've been riding in MX1 since I was 18 so I haven't really been involved in the whole 250F era - it was called the 125 class the last time I rode it and you mixed oil with your petrol."

DBR: How was the Husky?

BM: "Actually the Husky was pretty good – it felt like an awesome bike to ride! While I was in Spain at the beginning of the year I was having a good time riding it. The riding position, brakes, weight, shape, handling were all really good. But we just didn't have the money to make it fast enough when we got back to the UK on tracks that weren't baked hard."

DBR: How did you feel about your results on it in the early season races - I think it's fair to say they were below par?

BM: "My results were ***t! I was even a bit embarrassed. I'm not used to finishing out of the top 10 ever in the UK but I was really struggling. I wasn't getting the starts I'm used to and I was having to ride my ass off to make things happen. Like I said, I was comfortable on the bike - we just didn't have the money to develop the motor more."

DBR: And then the Twisted 7 team folded... BM: "Yeah, Golf and Bet missed their first payment and then the second and by then it was the end of March. BC and I had spent three weeks in Spain riding and testing and we'd spent a lot of money on the bikes. For that whole time BC hadn't been paid a bolt and I had just spanked my credit card on developing my bikes. There was just no money and we both had a heap of debt and it was only just about April. BC had to leave to get a job so he could pay his rent - simple as that - and I wasn't much better off, I had no mechanic and I still had no money to spend on my bike. So it kinda just came to a grinding halt, sadly.

"I know it's not fully politically correct to publicly single somebody out and chuck them under the bus so I wasn't going to but then I thought ***k it! Golf and Bet haven't done me any favours this year and it's unfair that anyone should question the commitment of Twisted 7's other sponsors, Jeff [Perrett] or BC in the demise of the team this year."

DBR: So it's not true that the team folded because of who you were with two nights ago, your view on politics or anything else? BM: "We can't speak of who I was with two nights ago Harold and I don't have any political views - I just know I'm over hearing about it! I should take an interest though, I might phone my dad and see who he's voting for and copy him. But I definitely won't be on the phone to Australia though!"







WHAT'S BETTER AND WHY, BRY? THE MAXXIS SERIES OR

RED BULL PRO NATS

"The Maxxis round at Duns has been the best run round of the year I think but the Red Bull guys always put on a bloody good effort every time. I'm on the fence!"

TWO-STROKE OR FOUR

"Four-stroke for now because I love 'Kelly' the Kawasaki!"

NECKBRACE OR NOT

"Not for me. I appreciate them and what they do and I would never say anything bad against them but I just prefer riding without one."

AMERICA OR THE REST OF THE WORLD

"The Rest of the World. I like America but they like themselves even more - I also think there are cooler

STYLE OR FUNCTION

"Everything has to look cool but it's useless if it doesn't work right? So function!"

BOOBIES OR BOOTIES

"Hmm...that's a hard one. I reckon I'd go for ass. Someone's ass is normally a good indicator of everything else – you get me? But who doesn't love boobies?"

EASY WIN OR TOUGH BATTLE

"I'm pretty sure if I was winning easily I'd probably be saying I'd love a tough battle but I ain't - so I'd just love a win and an easy one would be ideal right now!"

"I hate a bike thief. So I'd back the coppers all day long in that sense."

PC OR MAC

"PC all the way. BC's got a Mac and I just don't get on with it."

PIZZA OR AN ETHNIC

TAKEAWAY THAT INVOLVES RICE "Pizza, no contest, Just because right now I'm eating a

Domino's Texas BBQ for being a good boy today." EXPERIENCE OR

YOUTHFUL EXUBERANCE

"You have to love a bit of youthful exuberance. There's plenty of time to gain experience points later on in life.





BRY'S BEST!

DBR: Tell me about the new set-up you've got? BM: "The new set-up is 'sik' with a 'K'! I'm really happy how it's turned out. Luckily I haven't made many enemies over the years so everyone I spoke to have got behind me and are hooking me up! I'm really, really

"I'm basically riding privateer Kawasakis supported from Kawasaki UK through Horseman Motorcycles - a Carlisle dealership. I'm pumped to be a piece of the furniture again! It's fun though as I'm in control of what I do now - well, as much control as BC and Rad Ad let me have as those two are pretty much the brains behind the operation. Ad is now like the admin/logistics man and BC is Scotland's own answer to Mitch Payton! I'm doing my best impression of a working man during the week and twisting the throttle at the weekend."

DBR: Is it possible to make a living racing motocross in the UK as a privateer? BM: "It depends on what sort of quality of life you want but not for me, no! I don't live an extravagant lifestyle so don't get me wrong, I make £50 a day at work and I get a half day on a Wednesday so I make a standard wage during the week. So even if you had sponsors hooking you up with every aspect of racing and riding so every bit of prize

money was going in your pocket for living you're still struggling!

"I've just come home from finishing fifth overall at the Duns British championship and I was the highest placed privateer by a bit and I made just over £300. So the next privateer dude must have made about £200 or so. You could spend that on a decent night out! The next race for me is in two weeks and then it's four weeks after that until the next one. So, no, it's not possible. I was at work this morning [May Day] at 8am earning my daily bread!"

DBR: But you're still a happy chappy? BM: "Och aye! Why not, eh? My dad installed a good attitude in me I think and I've had a couple of experiences growing up which taught me to just take stuff for what it is. People adapt to every situation so why spend too long stressing or angry at something because next week you'll probably have something that you think is way more important to worry about cause you've already adapted to this week's problem by then. So save yourself the hassle and don't worry about it in the first place.

Right now I've no injuries, I'm riding well, I have a laugh every week with my friends, I have an awesome set-up supported by good people, I get to go racing, I have money in my pocket and most of all my Kawi rips!"



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GOING DOUNHILL -FAST!

off-road titles to your name it's a pretty good indication that you've at least grasped the broader concepts of two-wheel riding - something trials legend Dougie Lampkin has confirmed Two two-wheel legends and one of the with his successful exploits in the sphere of extreme enduro.

For most this transition would be enough but not for Lampkin who's still keen to explore other pursuits. Just over a month ago the 34-year-old got his first taste of downhill mountain bike riding while making a short movie to promote the upcoming British round of the World Trials Championship at Fort William in the Scottish Highlands.

Dougie's debut was no gentle matter, his first run being down the much-feared black route at the Nevis Range mountain complex - the exact same course that has been used for World Cup events for the last seven years. After several runs Dougie was right at home on his motorless mount and was quick to call his mate and current UCI Downhill MTB World Champion Steve Peat about his new-found speed. The conversation was short and direct with the talented duo agreeing to meet back at Nevis Range for a very different kind of head-to-head challenge.

Each equipped with an MTB and a trials iron, Lampkin and Peat were soon back in the shadow of Ben Nevis and sharing some pretty gritty Yorkshire banter. While Dougle is a total newcomer to downhill racing, Peat is a very experienced trials rider. Steve, who turns 36 later this year remains at the top of his game despite his senior status and last year the

hen you've got 12 world Santa Cruz rider finally managed to capture the world championship that had eluded him for so long to add to the 17 World Cup round wins he's earned during his incredible career.

What more could you ask for? most dramatic mountainside courses to be found anywhere on the planet. Sharing the same Yorkshire genes and with money up for grabs it looked like blood was definitely going to be spilt in the fight for supremacy. However, things were not to turn out perhaps as planned...

Now we could waste space relaying intermediate times and telling how only fractions of a second separated the two riders as they crossed the line but that wouldn't be the truth. The reality is when it came to pedalling Lampkin was surprisingly good but was made to look plain ordinary as Peat was simply awesome. On the trials bike as you'd expect Dougle dominated despite it not being the best tool for the job while Steve's competitive nature resulted in a few sketchy movements.

Overall the trials bike - which is more suited to going up rock faces was no match for the specialist downhill equipment and on this occasion pedal power was the definite winner. As for splitting the riders that is not possible or necessary as both remain legends and heroes of their respective disciplines.

▶ Nevis Range Fort William will host th UCI Mountain Bike World Cup on June fortwilliamworldcup.co.uk and the UK leg of the 2010 SPEA FIM Trial Wo Championship on June 25/2
ukworldtrial.com































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A DOGGER'S LIFE!

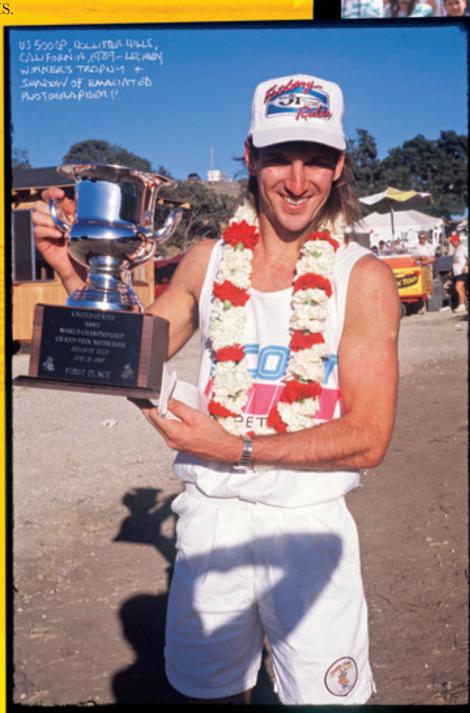
RON LECHIEN HAS BEEN THERE AND DONE IT. WHATEVER IT IS. TRUST US. HE'S DONE IT...

Words by STEVE COX Photos by JACK BURNICLE

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on Lechien is a motocross and supercross legend whose on-track prowess was matched and possibly even exceeded – by his off-track partying which didn't really come to light until very late in his racing career. But it's easy to forget that 'The Dogger' was a proven 250cc winner (back when the 450cc class was the 250cc class) in his rookie season at only 16 years of age.

The following is a taste of the life and times of Ron Lechien...





EARLY DAYS

Lechien was a top rider back when he was on 80s. But he wasn't the top rider. He would frequently be beaten by guys like Erik Kehoe for example.

"Locally I was good but when I'd go to the big races like Ponca I really wouldn't do that well," Lechien says. "When I was on 60s and 80s I think I raced the amateur supercross at the Houston Astrodome and I beat Scooter Stafford and he was fast. I won there. So at my local track I was probably the top 80cc kid out there but at the big races I had to deal with [George] Holland and [Erik] Kehoe and they were a little faster than I was on the little bikes.

Lechien was very tall as an adult though at least for a motocross racer - so it's easy to assume that he grew quickly as a child, too. And he did – by the age of 14 he was on 125s full-time.

"I was 14 in 1981 and a lot of those guys [Kehoe, Holland and the like] moved up to pro that year because they were a little older than me. So with them moving out I really started winning a lot of stuff at that point in the amateur ranks. I started winning at the big level a lot more on the bigger bikes. The first year they ever had Loretta's I swept all four of my classes the first two days but then the last day it was a monsoon or something and it got muddy and my bike broke in two of the classes but I won the other two which I think were the 125cc and 100cc classes there. If it wouldn't have rained or

my bikes would've stayed together I'd have won everything. That was in 1982

"At the World Mini [in Las Vegas] I won all my races so once I moved up to the bigger bikes I started winning. At the same time I was racing local pro at Saddleback and I started beating Kehoe and Holland - my dad still talks to this day about the first time I ran those guys down at Saddleback and passed them and left them. He knew we had arrived a little bit.

THE BIG LEAGUES

At 16 Lechien had a factory Yamaha ride for his first year. He sat out the first few supercross races but it wasn't long before he was winning. He was 16, it was 1983 and he was winning at the highest level of the sport. At the end of the year Lechien won the San Diego Supercross in October - and he did it on a stock Yamaha YZ250.

"That actually wasn't even my first win. It was at the end of the year and I didn't ride the first two or three supercrosses because Yamaha didn't want to throw this 16-year-old in there right away with those guys. I think [my debut] was Atlanta and it was a huge mudder and I didn't qualify. The next supercross was Daytona and they took 40 guys to the Main so I qualified. I don't know how many races went by before I won one but the first one that I won was at Orlando sometime that summer and then the very next weekend I won the National at Lake Whitney outdoors, then won Millville and

Colorado, then I won San Diego in October and it was the last ride on Yamahas.'

He feels like he was set up to win at San Diego anyway. "I got the start which helped and everything worked out. I just kind of stayed out front and I guess it was kind of easy. I won the 80cc class and the 125cc class on amateur days the two previous years so I knew how to ride the place already.

But why the stock bike? "Because I had signed a contract with Honda already and I was in between contracts - Yamaha didn't want me to ride a works bike because I was leaving and Honda didn't have one for me to ride. So, since I was at least familiar with Yamahas, I went out and bought a YZ250 but it was a 1984 model that had just come out. I got it set up and went out and raced it. I thought it was a really good bike, actually,"

In some ways the stock Yamaha was better than the full-on works Hondas he had the following year because it was easier to ride fast. "I look back at that bike and I really only rode it a little bit but it worked pretty well for me and I had a really good race. I know the dirt down here in San Diego pretty well and when I got on the Hondas after that it took me a while to get used to the powerband on them because they were gnarly fast and that really set me back.

"The first two races I had on the works Hondas I had two really big crashes. It took me a while. I sometimes wonder if I'd have stayed on Yamahas if things would've been better



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because I got hurt on the Hondas at first but I was comfortable on the Yamahas."

In 1985 Lechien moved down to the 125cc class for the AMA Nationals. "It was Honda's decision," he says. "We went to the All-Japan Grand Prix in 1984 and they asked me to race the 125 against Wardy [Jeff Ward, the defending 125cc national champion] and we battled it out hard. I think I even beat him in one moto. They liked how I looked on the bike and they thought I had what it took to win the championship. I figured there weren't a lot of years left to ride that class and one of my ultimate goals growing up in San Diego around Broc Glover and Marty Smith was to win the 125cc national championship."

And he did. But the following year – 1986 – full works bikes were no longer allowed in the AMA as they instituted the production rule. Lechien switched to Kawasakis but he didn't win like he probably should have.

"I guess I should've set my goals a bit higher than the 125cc title. Once I won on 125s I was like 'well, I've done what I wanted to do so now I can party and let my guard down'. But to me that was one of the biggest things growing up in San Diego, to win the 125cc national championship."

PARTY TIME

Ron became legendary for his partying. And there are some great stories about it. One comes from 1988 when he was in France racing for the United States MXdN team. He was the 500cc rider that weekend on a Kawasaki with USA team-mates Jeff Ward and Ricky Johnson.

He met a girl at the track on Saturday and after the team dinner that night – the night before the race – he took her out. "That day at the track I'd met this girl that I'd seen at the races down in San Diego," Lechien recalls. "She was from nearby Rancho Cucamonga and I saw her and decided to take her out after dinner because she was pretty hot."

They ended up staying out all night. When Lechien pulled up in front of the hotel it was daylight and he parked just in time to see Team USA walking out of the lobby into the parking lot on their way to the track. Lechien put the seat down in the car – as did his date – and they

waited until the team passed. Then Lechien got out of the car and told the team to wait up. They wanted to know why he wasn't answering his phone in his room and he said he must've already been in the lobby.

"There was still some concern that I was out the night before the race but I told Roger [De Coster] don't worry about it because I'd be all right and it worked out." 'It worked out' means he won both of his motos going away.

"That was a good track for me and the 500 was working well. I put a lot of pride in those Motocross des Nations races and I gave it everything I had, unlike some of the other races where I maybe didn't have quite that drive. But when I went to the des Nations it was whatever it took to win."

And that was the frustrating thing for the teams he rode for – and even for his competitors. They never knew what they were going to get with Lechien.

In 1989 Lechien showed up at the Troy 250cc National. It was 100 degrees and nearly 100 per cent humidity. "I remember battling it out with Jeff Stanton tooth-and-nail," says Jeff Ward,



thinking back on the event. "And when we got to the finish line we were both completely ruined and Ronnie was already sitting there - not even sweating - with his helmet off and smiling. It's not the thing you want to see when you just gave everything you had and you feel like you're about to die because of the heat."

Lechien laughs. "That must have been '89 because I whipped them pretty good in '89. In '89 I had a lot of good races and I had a lot of races where I nearly won but didn't. And then to just fall off the map and not even race in '90...'

THE END

Late in the 1989 AMA Nationals, racing the 500cc class at Steel City, Lechien went over the bars in a wicked endo, breaking his femur. And that was basically that.

"I broke my femur in the 500cc Nationals in '89 and Kawasaki said I could've come back and run my number five in 1990 in the 500cc Nationals and I told them I wasn't ready, Lechien says. "Basically, I wanted to party. I didn't want to race."

Lechien did show back up in 1991 on a Tuf Racing Kawasaki running the number 100 but he barely made Mains in supercross and outdoors he had only one even halfway decent finish.

That was a little more low-key, like how I wanted," Lechien says. "I wasn't so worried about winning or anything, or being all that. I just wanted to be there and have fun. And I was successful because I didn't win! I was on a stocker and it was a roach but I wouldn't have won anyway. I was up against Wardy and Bayle and Stanton... At Binghamton, Kawi loaned me a motor and I got a third in one of the motos and beat Bradshaw. I got fourth overall, I think. But that was it.'

really only when he wasn't busy partying, recovering from a hangover or something else.

Lechien has been to jail, lost his racing career and who knows how many personal relationships but his breaking point was one he didn't expect. "My cat died! I'm a big cat lover and I had this cat for like 12 years and it ended up dying and then I crashed my truck because I was such a mess trying to figure out what to do about him. So I thought to myself 'hey, why don't I try to live life the right way for a while and forget about the drugs and all that s**t?' so I told my dad after I was clean for about 30 days that I was done and from then on the ball started rolling. Work started going better, I started feeling better and everything has gotten better. I've never gone back.

Does he have any regrets? "Yeah, it bothers me sometimes but I can't dwell on it too long because I really can't change it. Looking back I wouldn't have had to change a whole lot to be at the top of the game for a long time. I was just young and immature and my whole life, I really didn't get a clear picture of what was going on until maybe five or six years ago when I finally grew up and got a hold of things like getting a job and doing the right thing.

COUNCEST EVER 250 CP

I DETAINING

"It was amazing once I stuck my head to it how things changed. Once the ball started rolling my eyes opened up and I was like 'holy s**t, those guys were lucky I didn't have the attitude that I have right now back then'... Even practising nowadays, I'm way more serious about it. I used the excuse that I didn't want to do the job and have it drag me down but as it turns out I look back and wish I could've been a little more mature. I wouldn't have had to train much harder, just maybe a little more structure – I spent some time in jail and that taught me a structure where I got up and slept at normal times...

"One weekend I used to be great and the next I'd be s**t and I never knew where I was going to land there but it was because I never had structure. I would eat whenever, sleep whenever...

But as is all too common in the motocross world, Ron didn't realise all of this until it was far too late to do anything about it. He's just going to have to be satisfied with being a 125cc national champion, a Motocross des Nations hero and one of the most technically proficient motocross racers ever to throw a leg over a dirt bike...





WORDS BY GORDON CROCKARD PHOTOS BY SUTTY

With three British Open titles and four GP wins to his name, Gordon Crockard is a bona fide motocross legend – and now he's sharing his riding secrets with NRD readers. legend – and now he's sharing his riding secrets with DBR readers. Every month the Crock Star will run through an essential technique for everyone's racing repertoire – this month he's dealing with banked turns. And when you've read and digested his third lesson hook up to www.dirtbikerider.com for a video demo from GC...







terms of technique it is irrelevant how steep the uphill is. The corner may appear quite flat but the rain ruts and puddle at the lowest point are evidence of the bowl style contours the turn features.

"The one most important point that's clear in the shot is that you must select the correct area of the bank to turn off. You can see where the bank has been taking a bashing and has become an invitation to give way when you hit it which will result in a crash due to your wheel breaking through the berm.

"The entry is a third gear approach over mild bumps. The braking area isn't a straight run but more of a gradual turn. Using both front and rear brakes in a standing position to absorb the bumps you have to carry more speed than usual as the mid-section of the turn is a non-braking zone due to having to turn. As you need to turn mid-corner you must release the brakes and allow the tyres to settle and find traction. In effect you are coasting/free-wheeling but even without braking your bike will continue to slow down. An element of judgment and timing is required to gauge the right speed for you to enter at and fear will control how fast you are prepared to go.

"Try to allow yourself to push past the fear emotion and

"The shot doesn't truly give the gradient of the hill but in have self-belief in yourself that you can go faster than you presently feel comfortable doing. You may think you are at the limit and it's not possible to make a motorbike enter the turn any faster but imagine what speed James Stewart would enter it at. I can guarantee he will be faster than you (and me)...

> You can see that I already start to lean the bike over, even when I'm still standing up and braking. Because of the gradual curve of the turn I have to begin steering early. I also want to miss the common apex used and create my own apex beyond the damaged berm as I want to hit the bank at a point where it is solid.

"Before I sit down and release the brakes I drop the bike down a gear from third to second. Once I sit I want my body position up the front of the seat to lower the forks so the bike turns at its best and to also get the maximum available traction on my front tyre. I keep my leg out in front of me and lifted off the ground. You can see there is light contact with my sole and the ground at times. This isn't done on purpose and is more a misjudgement on my part brought on by not carrying my leg high enough although I sometimes do that to aid balance and to feel the ground. I'm playing with fire and would not recommend doing it as part of your cornering technique.

"When I get to the part of the corner where there's a bank to turn off I hit it hard with full acceleration on the throttle. No clutch action is required. If you need to use the clutch you're not going fast enough for the gear you've selected. If this is the case I would suggest dropping down a gear. If you are still experiencing problems refer to your owner's manual to check you have the correct standard gearing on your bike.

"Due to giving the bike full throttle when I hit the bank I must adjust my body position to compensate for the sudden acceleration. I pull hard on the bars to stop myself falling to the back of the bike once I whack the throttle open - it's the same idea as doing a start and I'd loop out if I didn't pull forward over the bars. Once the initial surge of drive is under control I start to move my weight to the rear of the bike to get traction on the back tyre and to keep the front wheel light so it skims over the bumps on the exit of the turn.

"Soon after I change up to third gear again once the engine has reached the end of the power range for second gear."

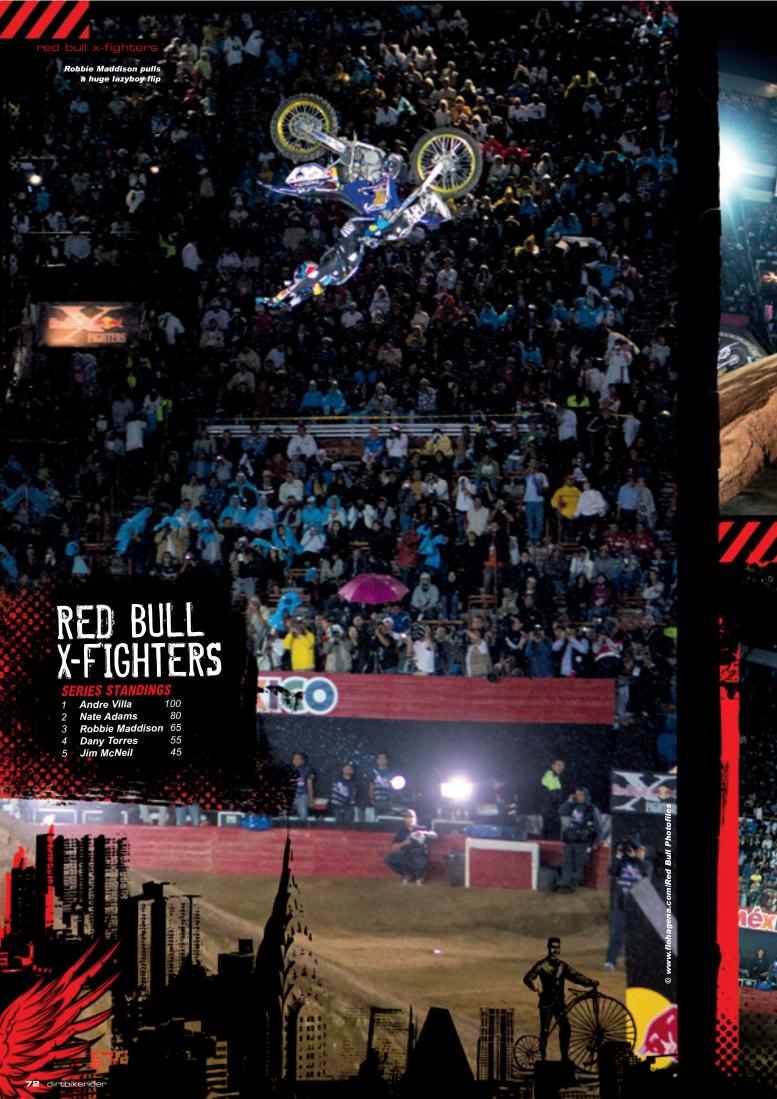
For video footage of Gordy's cornering techniques go to www.dirtbikerider.com

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Andre Villa celebrates his shock victory Levi Sherwood busts big in Mexico City before torrential rain brings the night to a premature end







WARRIOR SPIRIT!

HE'S NAMED AFTER THE 1982 WORLD 500cc CHAMP BRAD LACKEY BUT REIGNING MAXXIS BRITISH CHAMPION BRAD ANDERSON'S GOT THE MINDSET OF ANOTHER OF HIS FATHER'S SPORTING HEROES...

Words and photos by Jack Burnicle

ritish MX1 champion Brad Anderson may have been named after Brad Lackey but his dad actually wanted the boy to grow up as Durham's very own 'Sabden Warrior'. "The only man to model him after was Bob Wright," insists Phil Anderson, "the hardest rider I've ever seen in my life - and the loudest one!"

Phil encountered the rock-hard Lancastrian first-hand during his own modest racing career. "Bob came to a mountain grasstrack at Frosterley," recalls Phil. "When you heard him coming, you got out of his way because he'd use you as a berm. I was that terrified that I fell off getting out of the road!"

'Foamin' Bob' - named after his tendency to froth at the mouth during GP races after a night on the beer! is forever associated with the Clews Competition Machines that Alan Clews began producing in 1972 at Bolton, 20 miles down the road from Bob's hilltop village of Sabden. Hired by Clews for 1973, when the bikes became CCMs, Wright was a rough, ready and determined Northern Centre diamond who didn't start

riding until he turned 18. Aboard the BSA-based four-stroke, Bob hurled himself into the hotbed of national competition against the UK's top riders, fearing nobody and flattening a fair few!

But he wasn't the first 'works' rider. That honour was shared by lanky Cumbrian farmer Mike Barnes - who stormed to numerous victories across northern England during 1972 - and Wright's Sabden neighbour, the slim, stylish Andy Ainsworth. Barnes used a thunderous bored-out 608cc engine and Ainsworth a flighty but fragile short-stroke 500.

Beefy Cumbrian Norman Barrow and gritty little Scotsman Jimmy 'The Crab' Aird also joined Bob Wright in the factory squad during 1973 and across the UK other off-the-wall warriors were getting addicted. On the South Coast cheery 32-year-old Scot Jimmy Stuart had spent three seasons racing Cheney BSAs before storming into further four-stroke action with CCM. Backed by Fowlers of Bristol, Jim - now 68 and still racing (against his grandsons!) up in Aberdeenshire - rode British championships and French



Country of Residence FINGLAND....



internationals while in the North East a contrastingly tall, pale, miserable youth from Hull called Geoff Stokes campaigned his 608cc thumper with the sort of insane abandon that seemed suited to the Bolton marque.

That summer of '73 'Foamin' Bob' landed the firm's first national victory - at Glastonbury Tor and come autumn contested the Trans-AM series in America where the booming combination of British bike and lurid rider excited the Yanks. US sales soared! Then Bob was tempted to Montesa by Jim Sandiford, thus closing the first chapter in his CCM career and was replaced by John Banks. 'The Baron', who had twice been a 500 world vice-champion with BSA, scored CCM's first British 500cc championship success at Tilton near Leicester and only lost second in the 1974 series on a tie-breaker with Vic Eastwood.

Eastwood then joined Banks and Barrow at CCM for 1975 and came within two points of lifting the inaugural British Open Championship. This trio also contested a few 500 GPs where in 1976 CCMs really made an impact. Eastwood and new signing Vic Allan - the man who beat him to that British Open title - secured four rostrum finishes. Allan also finished runner-up in the British Open series while veteran Dave Nicoll won the support class. Hollywood hunk Andy Nurden emerged alongside Bob Hart of Bristol in the South West and around Oxfordshire stylish

Steve How joined lively lads like Ed Cassidy and Ken 'Superloon' Hanson, a shy madman who always raced wearing an old army jacket!

Best of all, 'Foamin' Bob' was back on his rightful throne in 1977 for the Queen's Silver Jubilee. He immediately blazed to victory in the Patchquick Trophy and led race one of the British Grand Prix at Farleigh Castle where Banks almost won race two, just losing out to world champion Heikki Mikkola. Wright also conquered the final British Open Championship round, sharing the spoils with Graham Noyce and sealing fourth place in the series.

Jimmy Aird, now boss of Scott Leathers, returned to the ranks in 1978 but Bob Wright suffered a cracked pelvis in a collision with Andre Malherbe in the Swedish GP at Vasteras and only rescued eighth in the British courtesy of two memorable battles with future world champions Noyce and Neil Hudson in the final round at Banbury!

In 1979 Norman Barrow, having absconded for a year, was back on CCM. The Bolton bangers just seemed to have that magnetic appeal! Bob Wright notched up his best-ever grand prix result at Faenza in Italy, despite losing third with a couple of laps of race two remaining when the CCM suddenly slowed. Passed by the factory Hondas of Noyce and Malherbe, he clung on to fifth place and sixth overall.





ORIGINAL COM FACTORY RIBER NOTALIT TA AMMONUMAYONA IN JUNE 1973

Southern Californian heatwave the Sabden Warrior almost died. Temperatures soared to 120 degrees in the second moto of the US 500GP at Carlsbad. Bob fought through to 10th in the terrible heat but fell four corners from home. Somehow he remounted, weaved his way drunkenly across the line and collapsed unconscious, one of only four Europeans (out of 15) to reach the finish. It transpired he was suffering from heat prostration (a condition unknown in Sabden!). Bob's heart briefly stopped beating as, packed in ice, he was rushed to hospital where he was semi-conscious for several hours. Yet the rugged Lancastrian raced a week later in the Canadian Grand Prix, finishing an astonishing 10th in race one.

Three rounds later I was at Payerne in Switzerland supping a few Saturday night beers with Bob and Alan Clews. Alan had his young son Austin with him so retired early but to my surprise Bob stayed on. We ended up being

JACK BURNICLE Photographer 01-348 7724



SEPTEMBER 1973 -JIMMY STUCKT (500 CCM).

dropped back into a darkened paddock in the early hours of race day by an unappealing local lady. "If she doesn't come with me, she's yours!" growled Bob before falling out of the car. It was a hideous offer. Next day he rode two 45-minute motos, flat-out beneath hot summer sun, while I struggled to take photographs. What a legend!

Come October I travelled to an international at the fabulous French GP circuit of Gaillefontaine with Bob and his mechanic Ken Sourbutts in their OM55 Fiat transporter – a trip that proved how fabled were Bob and the CCM on the Continent. The final race of the day turned into a stirring battle with Jean-Jacques Bruno who, earlier that season, had become the first Frenchman to win a 500 GP. Up and down the steep chalk hillside Bob slewed, rattling paling fences, with Bruno's KTM right behind and the crowd in uproar. Then halfway round the last lap Bob overcooked it and lost drive exiting a right-hander. 'J-J' pounced to snatch victory amid absolute pandemonium. 'Butts' was furious!

Back at base, as Bob peeled gaffer tape off his manly chest, the CCM awning was suddenly besieged by jostling French fans, yelling Gallic approval of their moustachioed hero. Essentially a shy man, Bob looked utterly bewildered at this overwhelming reception!

Despite various mechanical mishaps, Bob had salvaged fifth in the British Open Championship after again finishing second to Noyce in the final round at Cuerden Park. By now, though, the BSA-based motor was over-stretched and unreliable. Bob grabbed two third places in the last round of the 1980 British Open series at Newbury but the end was nigh. CCM were taken over by Armstrong, the famous name slid into oblivion for a few years and its greatest protagonist, the Sabden Warrior, drifted into well-earned retirement.



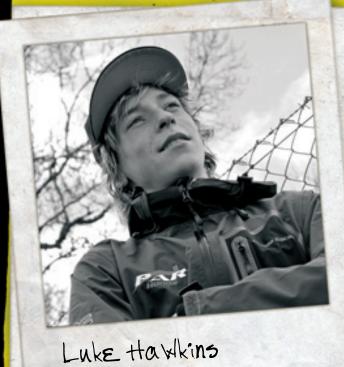
THE NEXT GENERATION OF YOUNG BRITISH HOTSHOTS ARE QUEUING UP TO SCRUB THEIR WAY INTO THE BIG TIME – AND RIGHT AT THE FRONT IS PAR HONDA'S 16-YEAR-OLD SENSATION LUKE HAWKINS...

Words by Mark Turner Photos by Mark Turner and Nuno Laranjeira

fter winning more or less everything there is to win in the British youth ranks and enjoying some notable successes on the other side of the Channel, Luke Hawkins has turned pro and is lining up a full season of all the major domestic series plus a full-on assault on the European MX2 championship.

It's been a busy start to the year for the 16-year-old PAR Homes Honda rider that saw him contest the first two rounds of the Maxxis championship, the opening Red Bull Pro National and travel to Portugal and France for the start of the Euros.

We caught up with Luke to see how he's adapting to life in the fast lane...

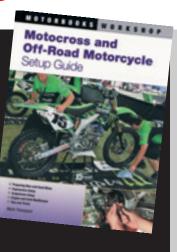


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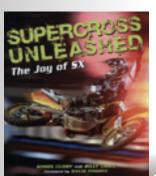




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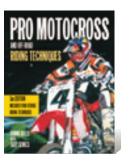
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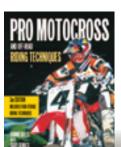
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DBR: You've made the step up into the pro ranks 11th in the Maxxis and from there it was agreed after only just turning 16 - was it your decision and how are you finding It?

LH: "To be honest I thought it would be a little harder than it is but that's not to say there hasn't been an increase in the pace between now and the schoolboys. But doing a few U21 races last year definitely helped as it was a good indicator of what pace I needed to run with in preparation for this year.

"The decision to move into the pros was mine, although Paul [Rowland's - PAR team owner] did want me to stay down in the youths for another year as I was still only 15 at the time. So we said we'd do the last U21 and Maxxis rounds just to see where I fitted in - I got third in the U21s and

that I'd move up.'

DBR: To say the least you've had a pretty successful schoolboy career but for those who aren't familiar with your achievements can you give us a brief history?

LH: "I think I was about three when I first got onto a bike but I didn't start racing until I was five and in my first year I finished third in Corsham's championship. I had some good times in the Autos and had some good battles with Max Anstie. Then I moved up to the 65s and by the age of nine I was British champion!

"The same year I also won two big European races. It was around this point that we all felt that

maybe I might have a chance at this sport -2003 was a good year for sure. The following year started really well again - still on a 65 - but then I broke my femur about halfway through the season. It was a nasty injury and more or less cost me a year out of the sport - a big setback in my progression.

"But with my success on the 65s I'd always been lucky enough to have had some sort of sponsorship deal in one form or another and in 2005 my association with PAR began and over the next four or so years I've had many championship wins. But 2008 stands out for me - riding the 150F Honda I won all three British championships and went unbeaten all year in the British Masters.



"In 2009 I moved onto the 250F but fractured my wrist at the beginning of the season. I still managed to come back and win the Red Bull Elite Youth Cup Rookie title and get third in the BYMX championship."

DBR: What about your pre-season preparations? Were you able to join up with the rest of the PAR team out in the States?

LH: "Yes, I went out to Florida and joined up with Brad Anderson and Scott Elderfield. It was mostly doing practice sessions but I ended up doing a winter series called the South Winter AMS Championship – it attracts some really good riders and pays really good prize money. I was leading the championship but had to come home.'

DBR: Talking of home, we hear you've moved out of your parents place...

LH: "Yeah but not into some grotty bedsit. I've moved to Wales, to Paul's place with him and Claire his girlfriend. Martin Barr's here too living in one of Paul's flats just down the road which is cool. Everything is here to allow me to concentrate fully on my training and riding as we have our own gym and practice track. We're in the gym by 9am every morning where we have our own trainer and then it's either riding or sometimes doing some work for Paul.

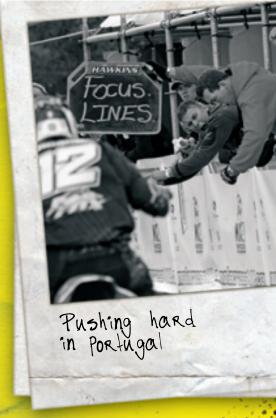
"The afternoons are usually spent in the workshops prepping the bikes but luckily at the moment my mechanic's here with us so it makes life a little easier. Lately the evenings have been spent out on the pit bikes with Martin and Paul's son Jason - it's a great way to chill out."

DBR: You've been with the PAR team now for nearly five years - five years which have seen the team grow into one of the biggest and most respected in the country. Has this in turn put pressure on you to prove your worth by way of race results?

LH: "I've won a fair few championships over those five years down in the schoolboys but this is a big step in my career and riding for such a high profile team does carry pressure - it's only natural, especially when you look at who else is on the team this year. But being on the team is cool and I'm lucky to have some really good people around me.'

DBR: A new mechanic too...

LH: "Yes, I've got Adam Lithgow – he's ex-Molson and last year was Jake Nicholls' mechanic. As well as being a proven mechanic, Paul's brought him in as another person to help guide me through this year, especially with the European races."





EURO FIGHTER!

HAWKINS HITS THE CONTINENT..

With April upon us Luke and his entourage found themselves headed for Portugal and then France for the first two rounds of the European MX2 championship. We hooked up with Luke's dad Kelvin to get a blow-by-blow account of his opening two

"Portugal first and what a weekend – a real good track, very fast with big jumps. Going into Saturday we didn't know what to expect at all but first practice showed us we weren't too far off the pace but it was very close - only 1.8 seconds separated the top 12! After two practice sessions we had the qualifying race everyone in for 20 minutes plus two laps.

"He got a good start, was running in sixth and pushed up to third pretty quickly. By this time the leader was probably about four seconds in front so Luke had to make an aggressive move for second, then reeled the leader in and passed him with two laps to go. He then went on to win by about three to four seconds.

"After that everybody wanted to know who he was – there were a lot of guys there who had been doing the championship for a few years who I think were a little shocked to say the least. The factory Husky team were also there and were more or less expecting to win so it was great to put a spanner in the works.

"Come race day and Luke was eager to get this first moto under way. He gated about ninth and by half-distance had progressed up to fifth and again was reeling in the leaders when disaster struck. A big crash – probably his biggest yet – where to be honest he was lucky not to badly injure himself but fair play to him he got back on to finish a respectable 12th, setting the fastest lap of the race during the early stages of the moto.

Going into the second moto Luke was feeling a bit bruised and battered and that showed at the start as by the end of the first lap he was down in 21st but he dug deep during the race to

finish 10th to give him eighth overall on the day.
"France was another good weekend for Luke. The track was awesome - probably the fastest we've ridden - but with it being a dry weekend dust was becoming a problem. They then watered heavily which for a time turned it into an ice rink so the plan was to ride a bit smarter than last week to get in two decent points

"The first moto on Sunday saw Luke get caught up in the first corner and had to battle hard to finish eighth. The second race didn't start well - I think Luke was trying too hard to get out of the gate and ended up wheelying halfway down the start straight and found himself back down in 17th on the first lap. He had to push really hard as the pace was really quick on a drying track and we finished 10th to give us seventh overall for the weekend and eighth in the championship.

"There's only 10 points between Luke and third and two of the three riders who were on the podium last week didn't even finish this weekend so it's still wide open at this stage but he does need to put some work in on improving his starts. We have Adam [Lithgow] and Matt from Evo-Tech working on a package to get the bike more user-friendly out of the start so hopefully Luke's starts should improve form now on in."







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ROWLANDS RATES!

A BIT FROM THE BOSS...

PAR team boss and owner Paul Rowlands has played a huge part in Luke's fledgling career. Highly respected within the industry, the former British enduro and quad champion – who over the years has employed the services of such riders as Gordon Crockard, Neville Bradshaw and now current British MX1 champion Brad Anderson – reckons Luke's got the talent to go far.

"Luke's a really cool kid with a lot of talent and we can see him going a long way in his career – the fact he's been with me now for five years speaks for itself, he just needs to knuckle down and give it 110 per cent. Over the years I've had many a top rider working for me but a lot haven't wanted to put the hours in at the gym or go out riding in all conditions and basically give it 110 per cent to be on top of their game.

on top of their game.
"To get to GPs you need to push yourself to the limit and be fully motivated. When you're working with teenagers coming out of the schoolboys into the adults you have lots of problems to overcome—things like girls and cars can lead to motivation issues. But with Luke living here with us we are able to keep him focused on the job in hand."



DBR: A constant 'rumour' around the paddock is of riders having to pay for their rides. Has this been the case for you with PAR?

LH: "I know dad has had to pay for certain things

LH: "I know dad has had to pay for certain things in the past which is fair enough but I've brought the team some good championship wins over the last five years and in return Paul has been very helpful with us, funding the major part of our deals. For this year we are going to be paying half the costs towards our mechanic for the season and we also have a budget in place to work with for the British and European rounds."

DBR: Your style is very attacking yet smooth and you seem to be able to carry a lot of speed through the jumps. Is it something that comes naturally or have you had to work at it?

LH: "It's just the way I've learnt to ride to be honest – it's not something I've had to go out and specifically practice but with the way tracks are designed these days with lots of jumps I think you need to be able to scrub to help carry your speed through rather than launch yourself

towards the sky every time you hit a big jump. I think you'll start to see more of this sort of style as more riders come out of the youth ranks – it's just a progression of the way in which riding techniques are headed."

DBR: What are your goals for this year and who do you see as your biggest rivals?

LH: "I've set myself the goal of trying to creep into the top five or six by the end of the season in the Maxxis. As far as the Europeans are concerned I'm going in with an open mind as I don't know much about the opposition but I'll be giving it my best shot that's for sure."

DBR: Do you see the Euros as the first step towards hopefully getting to the GPs?
LH: "Definitely. I'm doing the whole series which is going to be great. Doing 35-minute motos is going to be hard at first but we've been practising so give it a few races and I'll be fine. Hopefully I can stay injury free and increase my pace. If all goes to plan then next stop GPs!"



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MAY 30 1977 - MAY 2

orld motocross lost one of its greatest ambassadors this month when Andrew 'Sharky' McFarlane was tragically killed in a crash at the third round of the Australian national championship at Broadford. He was 32.

Sharky's skills, speed and racing spirit were first exposed to a European audience at the Broadford track at the Australian 500 GP in 2000 when as a wildcard rider he gave Joel Smets and Marnicq Bervoets the fright of their lives on his way to third in the opening moto. So impressed were Carlo and Michele Rinaldi by the attacking Aussie that the following season McFarlane was on his way to Europe to race for their Yamaha team in the world 650cc championship.

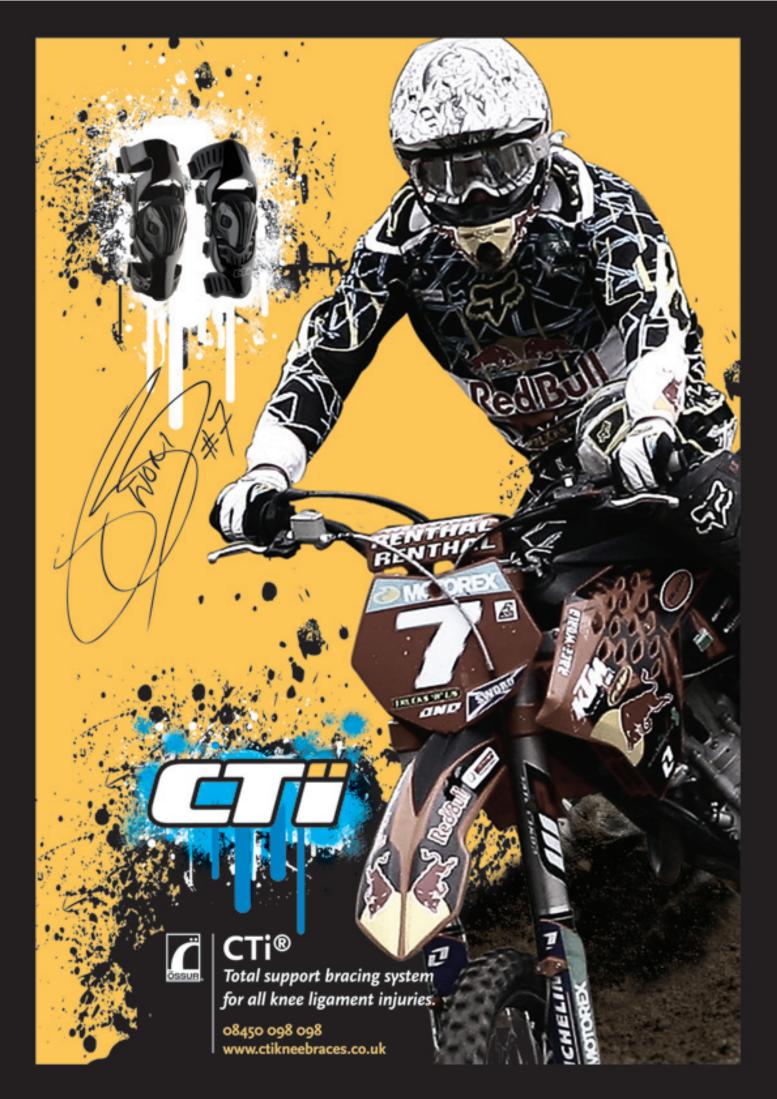
After finishing ninth in 2001 Sharky spent two years racing for Jan De Groot's Kawasaki team. His first season saw him place eighth in 250GPs before improving to sixth in the new MXGP class the following year. But 2003 was a frustrating season for the Aussie as his 250cc two-stroke was consistently out-gunned by the new wave of four-strokes.

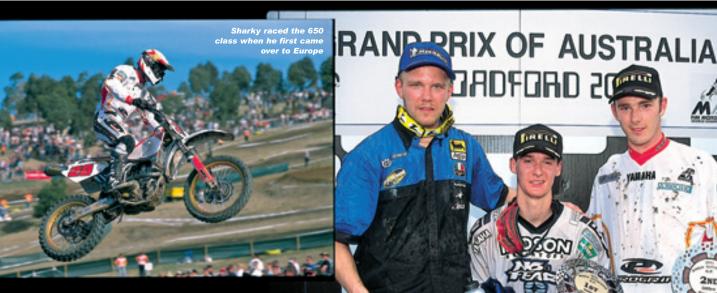
For 2004 he came to England racing alongside Billy MacKenzie for Dixon Yamaha and ended the season third in the British MX2 class and seventh in the world with a double GP win in Italy and another moto victory in Belgium. Staying with Yamaha in 2005, Sharky switched to the Ricci team where he had his career-best season. GP wins in Belgium, Germany and at Matchams saw him lead the world for much of the summer before he was overhauled for the MX2 crown by Antonio Cairoli.

After that he signed for the Rockstar Suzuki team and moved to the US where a string of injuries ensured he never showed the Yanks his full potential. After returning home to Australia, 2010 was to have been McFarlane's last season racing full-time before he moved into team management.

He is survived by his wife Natalie and daughter Tayla.







TRIBUTES TO SHARKY GRANT LANGSTON

When McFarlane moved to the USA he quickly hooked up with the Aussies over there including Michael Byrne and Chad Reed plus South African Grant Langston (who most Americans thought was Australian anyway). They would team up at every race, putting their motorhomes in a circle and after Saturday practice all hang out at night and barbecue with their families.

Our US Editor Steve Cox caught up with Y2K world 125cc champ Langston to get his thoughts on his close friend...

"It sounds cliché I know but you often hear people say 'it always happens to the nicest people' and definitely, in this case, that's how it is," says Grant.
"Andrew was one of the nicest guys I've met in my life. I don't even think of him that much on the racing side of things - and I don't say that out of disrespect - but I think of him without the helmet and gear on. He was a great father. His little girl Tayla, she was his life. I never met a rider dad who was so hands-on, so good. He almost had a motherly touch.

"We used to camp at the races with me and a lot of the Australian guys and we all got along, all barbecued and hung out. It still makes me want to shed a tear every time I think about it because when I remember him I remember him lying on the motorhome floor playing with Tayla and even with my daughter Haley because they were similar age.

"Not everyone at the races got a chance to meet him but for everyone who didn't I really wish they did because he was one of the most genuine guys in the sport. He had been around a long time and I really think that he helped open the door for a lot of Australian riders because he came through and then all of a sudden people were looking for who the next Aussie racer was. He paved the way for guys like Chad, Byrne, Metcalfe, Craig Anderson and even people like Ben Townley and Cody Cooper from New Zealand. Greg Albertyn did the same for South Africans like me.

"Andrew was a fantastic husband. It was Natalie, Andrew and Tayla. That was the family. They spent a lot of their time just living out of their motorhome and it was the three of them as a tight pack. Natalie's life was Andrew and vice versa and it's hard to imagine Tayla and Natalie without Andrew because he was the backbone of the family. I'm sure Natalie would tell you that she doesn't know what to do with herself now. As big of a loss as it is for us in the motocross community, it pales in comparison to the loss Natalie and Tayla are going through.

"I've shared many good times with the McFarlanes. It just sucks. It hit really close to home because we have so much in common - both of us have been to Europe, lived in the States and we were husbands and fathers. It's just hard to comprehend that he's gone. I know he was back in Australia racing but I wish I would've had an opportunity to spend some time with him in his last few months of life. It goes to show that you really can't take anything for granted because you just never know. That old saying that you should live each day like it's your last, that's true. It's crazy and it just sucks.

"Andrew is honestly the greatest guy I've ever spent time with in racing who was a fellow racer. I don't think anyone had one bad word to say about him. But besides his racing, which is how most people know him, I'll always remember him as a great guy, a great father and a great husband."



DADFORD 20

CARLO RINALDI

"This is so sad because Andrew was such a good guy, very down-to-earth and normal – the news from Australia is even harder to take because of this and we feel so sorry for his family. He had success in Europe and was satisfied with his racing in America and was beginning a new part of his life back in Australia. For this to happen and to be gone so young is absolutely terrible.

"Our best memory of working with him was in just his second grand prix for us. It was at Broadford and he finished second behind Stefan Everts. The previous year he had raced with Joel Smets at the same circuit as a wildcard and caught our attention with his attacking style, never giving up. When we had the opportunity to sign a young rider for 2001 he was an automatic choice and after he came to Europe and tested the bike he was part of a very strong team that season along with Stefan and Marnicq Bervoets."

MICHELE RINALDI

'It's an incredible sad time for many people. Andrew has been not only one of our greatest riders for the team but – without a doubt – one of biggest friends for all the people in the team. We learned from him and Natalie about how to combine both results and kindness in sport.

"I'm sure not one single member of my team will forget about him. We all wish Natalie and her family our sincere sympathy and a world of love.

STEVE DIXON

"I heard this morning at five o'clock. I couldn't believe it. When he started winning GPs for us it was a turning point for the team. I mechaniced for him as well as managed the team so we were pretty close and we kept in touch. I just feel for Natalie and his family. It's such a shame that he's been taken away. He only had six months left before he was going to move into team management. It's terrible news.

BILLY MACKENZIE

"I didn't know Andrew as well as some people but had the opportunity to know him better than most. He was my team-mate in 2004 and shared his experience with me. Like every team-mate you have you get to know them and learn something new.

"He was one of the only people I knew in Australia when I came over and made the time to chat and help me here. He came up to ride and race with me before the championship kicked off. He was always friendly and a true competitor. I enjoyed knowing and racing with Andrew and hold him and his family in my thoughts."



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up a big can of worms...'

However, it sounds like Youthstream will be successful in bypassing many of the technical rules regarding the race track – for instance, the Glen Helen start straightaway is about three times as long as is allowed in the FIM rulebook. Youthstream president Giuseppe Luongo is paraphrased by an American magazine as saying that he wants Glen Helen to be the authentic Glen Helen.

However, the attitude in the AMA pits is pretty low on racing the GP. The only riders who seem to be genuinely interested in racing it are the privateers – and KTM riders Tommy Searle and Mike Alessi.

"It's not so much important [to the team] and for me it's not really important at all but it's just a fun thing that I want to go do to be honest," Searle says of his chance to race against his old GP rivals again on a track he has raced once before. "I've raced the GPs and I like the atmosphere there."

KTM is dominating the GPs at the moment and the American leg of the KTM squad are all too happy to go race the GP as their bikes are nearly FIM spec to start with anyway.

This year's AMA Supercross champion - and last

year's MXdN hero – Ryan Dungey of the Rockstar/ Makita Suzuki team (managed by five-time world champion Roger De Coster) has indicated that he's not taking part. "No, we're just going to pass that one up and get ready for our outdoor season only," Dungey says. "It would be cool to go race the GP guys but we've got to be ready for a whole series here. We're going to skip that one."

The GPs are sponsored by Red Bull so you could assume that the major American team that shares that sponsor – Honda Red Bull Racing – will be taking part in the GP at Glen Helen. But it seems they are also passing.

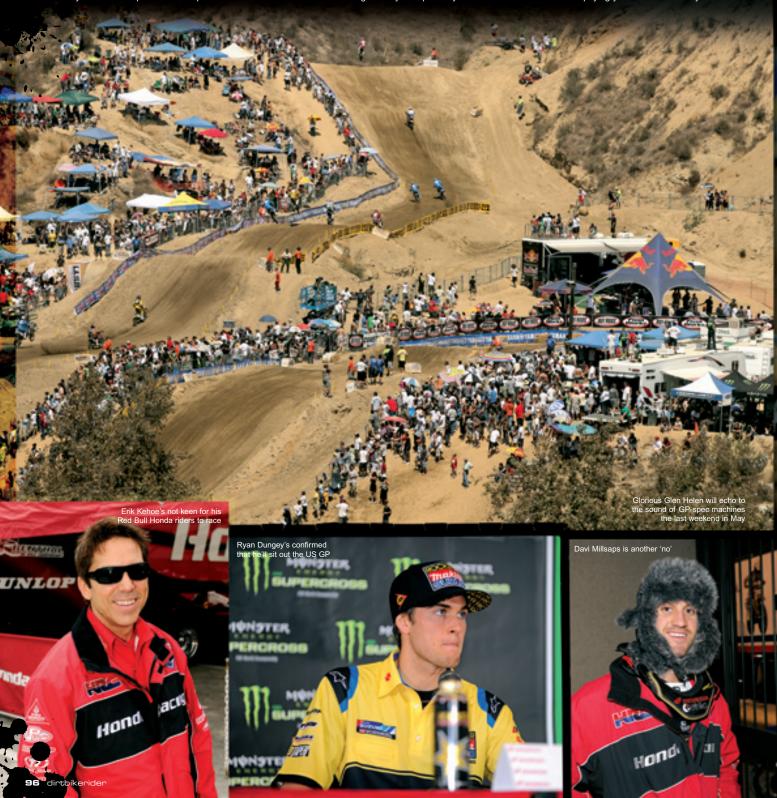
"I'm not racing it. I would love to — I think it's a great thing and I love racing motorcycles," says team rider Andrew Short. "I'm really interested and I follow all of those guys through Cycle News and the websites and stuff so I'm a big fan of it. I'd love to go watch but, for me personally, it doesn't fit into our schedule at the beginning of the [outdoor] series. I'd rather focus on what pays the bills and all that right now.

"I've never had very good luck at Glen Helen and I know I'm not very fast there – it's probably my weakest track – so it's not a good way to expose myself because I know those guys are really fast and all that. I'm not a big fan of the track, either. I think it's really dangerous overall. But in terms of the GPs I think it's awesome. That's kind of where I sit on it.

"It's not a Red Bull thing [keeping him from racing], it's more of a Honda thing. I'm sure if we wanted to race it [Honda] would support us but at the same time my focus right now is on the AMA Nationals and I know by racing a race that doesn't count for me just to go out and have fun is kind of foolish. But I think it would be awesome to race against those guys because I know they're extremely talented and they're really fast and I know that series is run really professionally so it's just more of a personal thing about racing it because I don't think there's much business in racing it."

His team manager – former 125cc US GP winner Erik Kehoe – echoes his sentiments, saying that his team is the American Honda team so they don't see much of a benefit in racing one round out of a series they can't possibly win.

"Yeah, that's correct, that's one of the main reasons," Kehoe says. "The other is, honestly, with our guys when you negotiate a contract you agree that there are races listed and we're paying you this much money for these







were to ask our guys to go there then it's kind of like 'well, okay, what money are you going to pay me for this?' and we don't have extra money to pay them. So it makes it pretty simple. We don't even have money set aside to pay bonuses or anything for that event. It's not a US race.

But the Honda trucks will be at Glen Helen and will even have an American rider under the canopy. "We're helping out a bunch," Kehoe adds. "I know we're helping Red Bull out at the event, putting some bikes on display, doing some different things kind of activating for the race and we're also going to take our two trucks out there and support the Martin Honda team as well as the LS Honda team.

"So we're going to take our trucks out there in support of those guys and help them out and we'll have a hospitality area set up for our Red Bull partners and the Honda guys and stuff but we're not going to have Davi [Millsaps] or Andrew [Short] racing. That's basically it. But we'll have Jimmy Albertson back so that will be cool. We liked him a

years ago. He's even going to come to Hangtown the week before and race for us as our guest at that event so we'll work for a couple of weeks with him."

Even the GEICO Powersports Honda team, which have a bit more leeway with the events they can compete in, are bowing out of the US GP. "It's just really difficult to fit into the schedule," says team co-manager Darren Borcherding. "After Vegas we have roughly 10 days before we have to leave for Hangtown so that gives you four to five days of testing and riding before your first event that you're actually paid to take part in and you'd hope to give the riders that weekend off because that would be the third weekend off since the beginning of the year. There's just really no time to fit in the GP.

"If Hangtown went perfectly you get back on Monday, then you have two days to prepare a different bike and between that and getting the race bikes ready for round two of the Nationals it's just too much and it doesn't really play into what our goal is which is to win the Nationals. It's too tight of a fit,

So, to count them off, Suzuki are out, as are Honda and Kawasaki (Pro Circuit almost never race any races outside of the contracted ones, even sitting out the US Open and X Games almost every year). There's still a rumour that James Stewart may come out for Yamaha and race as he is a big-time Red Bull team rider but even that seems unlikely as – less than a month before the event at the time of writing this story – he still hasn't been cleared to get back on his bike and ride, much less get an outdoor GP set-up and go race with it. As for the rest of the Yamaha teams, none of them seem too into doing it so close to the beginning of the AMA Nationals.

As the time is getting close to this event, it's sounding more and more like pretty much a standard GP with the regular riders taking part but not much else in terms of American or AMA involvement.

But we'll still be there to cover the hell out of it. Stay tuned...









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MAX IS BACK!

THE FLYING FRECKLE'S MADE A MIRACLE RECOVERY FROM HIS CRACKED HIP AND IS PLISHING FOR THE PODILIM

Words by MAX ANSTIE Photo by STEVE COX

ell things started off good this month. I made my way up to the beautiful city of Seattle and put down a battle! I won my first heat race there by eight seconds and was really excited for the Main Event – I knew I could win and it felt like it was my night. Everyone was amazed because I had obviously just come back from an injury that normally takes a lot of time to heal from but thanks to my doc Rick Amy I was in better shape than before I crashed at A3.

So I lined up for the Main Event, went into the first corner and was in about third place. I was planning to pass through the whoops but I didn't get that far. Canard went down in front of me and I literally had nowhere to go and got stuck between his mudguard and tyre. From there I battled my way back up to ninth — it was a tough race but I proved to people that I was back stronger than before.

So we worked hard in the week and got sorted out for Salt Lake. It was a mess there! The town is cool but the weather wasn't – it's an open stadium and it actually snowed when we were riding! All the rain and snow you can imagine came and soaked everyone just as we were lining up for our heat race. It never stopped either plus I think it was only like five degrees so when I went off the gate for the Main I was on the gas! I made a perfect start and going down the first set of whoops was in second and on the inside to take the pass and move to the lead. But once again disaster struck and on the last whoop my feet came off and I was then going square-on to the tuff blocks and couldn't stop!

After being surprised that I didn't actually go down when I hit them I dragged one all the way to the top of the berm and got stuck. Again I was in last. I battled back to around 12th, then I pulled all

my tear-offs at once because my hands were so cold I couldn't feel them. Goggles were off by lap five and I was just trying to keep going blind!

So all-in-all despite a bright start it hasn't been the greatest last two weeks but I have one thing to really look forward to now! I am going up against the best from the East and West this weekend in Vegas plus there's a Toyota Tundra Truck up for grabs if I win so I am planning on going out and smashing 'em!

Well, I am going to get back to the drawing board but I will holler at you next month!

PS Find me on facebook – I'm starting a supporters club called UNION MAX and it has lots of perks! It will start in about a month but find me now and keep in the loop!









KEVIN WINDHAM COMES ALIVE AS THE SUPERCROSS SERIES NEARS ITS END BUT IT'S TOO LITTLE TOO LATE AS ONE OF THE RYANS HAS ALREADY TAKEN THE TITLE – THE QUESTION IS WHICH ONE'S JOB IS DONE AND WHICH ONE'S BEEN DUSTED?

f ever there's ever a lesson learned the hard way it's learned by supercross promoters Feld Entertainment at the St Louis Supercross. Riders and team managers alike continually go to the powers-that-be trying to get one particular jump section changed but the concerns fall on deaf ears..

One week earlier in Houston, Monster Energy Kawasaki's Ryan Villopoto makes up a grip of points on series leader Ryan Dungey when Dungey stalls and ends up finishing fifth right behind Villopoto's freshly returned team-mate Chad Reed. The end result is that all Villopoto has to do is win the rest of the rounds and there'll be nothing Dungey can do to stop him from winning the title. But Feld fix that,

even if inadvertently.

In St Louis, a tricky rhythm section ends in a triple. The first jump is a three-footer and the last jump is a six-footer that is peaked and steep on both sides leaving no margin for error. After winning his heat race Reed says on national television that the section is going to result in "guys getting carted off". Reed approaches the people at Feld and the AMA/FIM at minimum three times during the course of the night trying to get it changed but to no avail.

In the 450cc Main Event Dungey gets away from Villopoto but Villopoto reels him in when the two encounter lapped traffic. Seizing his opportunity Villopoto dives underneath Dungey and slams him in a 180 but both of them go down. They have enough of a lead on third that when they get going just Kevin Windham catches them with Villopoto in the lead.

Villopoto inches away until lap 12 when something goes terribly wrong on the aforementioned triple and he leaves his bike. As he hits the ground he suffers a badly broken right tibia/fibula and that leaves him out not only for the supercross series but possibly for the entire National series as well.

Dungey inherits the lead and goes on to win the race over Windham, Andrew Short, Nick Wey and Reed. Within a couple of minutes of Villopoto being cleared off the track Ivan Tedesco suffers a similar fate over the same jump but he stays with his bike resulting in four broken ribs, a broken clavicle, one bruised and one collapsed lung.

Just like that, the decision of inaction by Feld

results in the end of the championship as with Villopoto out Dungey holds a 77-point lead over Josh Hill in third and there are only 75 points left to earn. It's not official but it's over...

The racers head back west for the Seattle Supercross which has a history of mud races and mud races have a history of favouring Windham. The 2010 race is another mud race except without the mud - while the surface is technically dry, the dirt is so soft that it ruts up nearly immediately and whoop sections turn into giant ruts that run for

Windham grabs the holeshot over Dungey. Dungey tries his best to give Windham a challenge but despite his effort Windham pulls away. Within four laps Windham leads Dungey by 10 seconds. Dungey looks to give up knowing he has a championship left to run outdoors but then he's passed by Justin Brayton for second, then Tommy Hahn comes by to snatch third before chasing Brayton down for second.

But no-one comes close to Windham who wins by 22 seconds over Hahn after he cruises through his last few laps. At 32 years old Windham isn't the oldest rider ever to win a supercross - that honour goes to his team manager at GEICO Powersports

Honda, Mike LaRocco.

For those who thought Seattle was brutal, next comes the Salt Lake City Supercross. At 6,000 feet above sea level the air is thin, bikes are less powerful and it just so happens that this particular weekend there is sleet and snow forecast. Windham shares the holeshot with Honda Red Bull Racing's Davi Millsaps and the two go back and forth for the first few turns before Windham runs it in hot on Millsaps and the two collide. Windham takes over the lead and pulls away at an astonishing rate, jumping all the jumps - including the two triples, the finish-line jump and a triple out of a rhythm section despite crazy low temperatures and snow falling.

No-one can come close to matching his pace. Windham is going so fast that on lap 13 of the shortened 15-lap Main Event he laps 2010 champ Dungey who's running fourth. Dungey apparently unaware that Windham has lapped him tries to keep up and pass Windham back but can't catch him.

After cruising the final two laps Windham wins his second-straight Main Event, this time ahead of Millsaps and Short (who starts his last lap only about two seconds in front of Windham taking the chequers).

With the win, Windham pulls into second in the points standings which is where he will finish out the season no matter what even though there's still one race to run in Vegas.





LITESBITES

MONSTER ENERGY/PRO CIRCUIT KAWASAKI'S CHRISTOPHE POURCEL AND JAKE WEIMER GOBBLE UP THE COMPETITION TO TAKE HOME THE TWO 250F REGIONAL TITLES...

ith a small points lead heading into Houston over former team-mate Austin Stroupe, Monster Energyl Pro Circuit Kawasaki's Christophe Pourcel gets a reprieve when Stroupe goes down hard in practice and separates his shoulder which forces him out of the championship.

In the Main Event Pourcel makes short work of the rest of the pack and takes the win over rookies Blake Baggett and Justin Barcia. Fellow rookie Dean Wilson runs third for the entire race until the last lap where one turn from the finish he blitzes the whoops way over his head to try and pass Baggett but instead goes down which hands third to Barcia. To add insult to injury he can't start his bike and DNFs, although since it's the last lap he's credited with ninth – the position to which Pourcel lapped. With the win in the bag and Stroupe out, Pourcel clinches the title with one round left to run

clinches the title with one round left to run.
In St Louis Pourcel says he wants to win even though he doesn't have to. But instead he is pushed into the Tuff Blocks and stalls his bike. He gets going almost a lap later and soon decides to drop out of the race. Barcia takes the lead and quickly

pulls away from his competition, taking his second win of the season in spectacular fashion over Wilson and Brett Metcalfe.

The Lites East is over and the series heads to Seattle to resume the Lites West where Jake Weimer holds a 14-point lead over Trey Canard with two rounds left. In the Main Event Canard gets the holeshot with team-mate Blake Wharton behind him. In the second turn Wharton does the unthinkable and makes an aggressive pass on Canard, clipping his front wheel as he goes by. Canard goes down and rejoins the race in last.

In the next straightaway Weimer also goes down but he rejoins closer to the front of the pack. Canard catches up to ninth before going down again and eventually finishes 11th, dropping to 24 points behind Weimer who catches up to third on the tricky track just behind Wil Hahn who's running second behind Broc Tickle who scores his first-ever Main Event victory. Hahn moves into second in points but he's still way behind Weimer who only needs 15th or better to win the title in Salt Lake City.

Weimer gets a bad start in the SLC Main Event while Josh Hansen fights off Hahn for the lead.

Hansen takes over out front and pulls away quickly while Hahn eventually falls one spot back behind Canard who comes through from outside the top five. Weimer catches up to fourth before a couple of scares on the tricky track in the wintry weather cause him to decide to take it easy. He finishes fifth and clinches his first professional title while his team-mate Hansen takes his first win of the season.

Going into the finale in Vegas the Pro Circuit team have Weimer wearing the 1W as the West champ and Pourcel wearing the 1E as the East champ. They are the 25th and 26th titles for Pro Circuit in the team's 20th season.

For the battling Brits out on the AMA tour it's not a bad end to the season at all as both Adam Chatfield and Steven Clarke score good points in Houston and St Louis to elevate themselves up the

series rankings to end the year 15th and 16th.

Over on the West Coast Max Anstie returns from injury on form, winning his heat race in Seattle. But his luck in both the Seattle and Salt Lake City Main Events is less than kind and he's only able to run ninth and 14th to end the series ninth — still, not too shabby for his rookie year.







Words by STEVE MATTHES Photo by SUTTY

n March 29 it was announced that Glen Helen was off the 2010 AMA National MX schedule. With April Fools right around the corner many people wondered if this was an elaborate prank. After all, Glen Helen is the only race for all the die-hard motocross fans of Southern California to hit and it's close to just about every prominent OEM and aftermarket motocross company in the USA.

Then the aftershock hit a few days later when it was announced that the British Grand Prix was cancelled and replaced by an FIM world championship round at...wait for it...Glen Helen! It was an abrupt turn of events that left the fans and the industry stunned. What happened? When did it happen? And who was behind all of this?

Mr Bud Feldkamp, President of Glen Helen Raceway, came out with this release. "I am very excited and enthusiastic to have this world class event at Glen Helen Raceway. It has been a life-long dream of mine and the staff to have this extraordinary world championship event at Glen Helen. This will give motocross fans across the US an opportunity to see our top American riders compete against MX champions from around the world on US soil."

And so we have it, a five-year agreement to bring a round of the FIM world championship to Glen Helen and after this information came out we began to find out how it happened. It seems that MX Sports and Bud Feldkamp just could not agree on a contract length for the national with MX Sports saying "improve the track and get a long-term contract" and Feldkamp saying "give me a long-term contract and I'll improve the track". And with that a good old-fashioned impasse was reached - as was the decision by Feldkamp to decide that he couldn't hold a national under those conditions.

Really, politics aside, the departure of the Glen Helen National and the addition of the Glen Helen Grand Prix is a win for fans of motocross because they get to experience a new breed of racing. One with exotic machines, true works bikes and a look at the next generation of European riders that will no doubt be racing at Anaheim in the near future. With the new and improved AMA Nationals doing their thing and a five-year deal to bring a GP to America, you could argue that motocross over here is as strong as it's been in the last decade

I contacted Davey Coombs of MX Sports (as well as the editor in chief of Racer X Illustrated magazine) for his take on what went down.

DBR: I'm curious to know how the Glen Helen National was removed from the schedule? DC: "Well, I think it's important for people to know that MX Sports did not cancel the race - Glen Helen cancelled their own race. We were at a simple but fundamentally deep impasse with the promoter over the length of terms. Bud Feldkamp wanted four years, period - the maximum length of any contract in the series. We were only willing to extend it for one more year in order to make sure they made some long overdue upgrades to the facility. But we never even got that far because the four-year term was non-negotiable for Glen Helen.

'In other words it was all-or-nothing and when we could not meet in the middle they cancelled their date. It was very disappointing, though not surprising. Bud Feldkamp has long had a difficult relationship with the AMA people and in particular long-departed series managers like Steve Whitelock and Duke Finch. He could not seem to separate myself or MX Sports from the AMA and as a result would not move forward. So we accepted his decision to cancel and we wish them all the success in the world in their new endeavours.

DBR: What was MX Sports looking for as far as improvements at the Glen Helen facility? DC: "Glen Helen has tons of potential as a motocross track and a motocross facility but it is very difficult to impress on them how important it is to have a quality facility for the fans and the industry. From the fencing issues around the track and away from it to the medical access for the Asterisk Mobile Medics to a myriad of other hoped for upgrades not to mention their general disregard for working within the guidelines of the series promoters' manual that everyone else works off of. It's just a hard sell there

We felt that with a shorter term extension we could motivate the promoter to do more for the fans, the media and the teams themselves but we never got a chance to work through that because they weren't willing to even discuss those things without another long-term contract."

DBR: Did you think about the possibility of a GP at that track if things didn't work out? DC: "I actually knew that it [the GP] was going to happen because Jody Weisel warned me that it was a possibility but Youthstream was coming to America in 2011 anyway so I don't see any reason for them not to take advantage of this opening.

"I know they have already made serious concessions to the facility in regard to track issues, facility standards, rider fees and entry limits [compared to Europe] but that doesn't surprise me either. It's important for the grand prix tour to be here and if they can get the facility to improve itself and work more within the framework of the series that's going to help motocross in general and that would be a positive.

DBR: What are your thoughts on the GP and its chances for success?

DC: "I think the race will be interesting and get a good crowd - especially when it moves to September next year after the AMA motocross tour is complete. Right now it's hard for AMA-based teams and top riders to commit because they are focused on the AMA title and the same goes for GP riders who might consider racing our Hangtown National the week before. There's a lot for the riders in opposite series to lose crossing over and not much to gain. As you know, not all of the teams support the X Games race in August and that one is live on network television here in the States.

'So the GP which I don't think has a comparable television package and costs considerably more to enter – and without any prize money – is in a tough position for this first year. But it was a sudden development and they jumped at the chance. Youthstream has already agreed to move the race to September which will make it easier for the AMA teams to compete in the one-off race, kind of like the US Open of Supercross."

R: What are the plans for replacing the Glen Helen round with another race in Southern California?

DC: "We have been looking at several facilities in Southern California as well as Arizona and Nevada for a place to hold the race on September 11. From Castilli Ranch to Honey Lake, from Pala Raceway just above San Diego to even Competitive Edge, just up the road from Glen Helen.

"Nothing is set in stone except the date. We did not want to run on Glen Helen's date - whether it was a GP or a 24-hour enduro event - because it was already confusing enough for the fans that expected to see racing out there the last weekend in May. I really wish the best for both Glen Helen and Youthstream and I look forward to seeing how this all plays out."

STATES VEISTAN WHATLEY ALSO HAS THE

SMOOTH AND FAST WITH ALL THE SMART LINES, KRISTIAN WHATLEY ALSO HAS THE ABILITY TO THRILL AND FRUSTRATE IN EQUAL MEASURE – QUALITIES HE SHARES WITH HIS GP-WINNING DAD...

Words by Sean Lawless Photos by Sutty

chip off the old block', 'like father like son' – the dad-lad relationship has plenty of time-honoured clichés surrounding it and for good reason. Whether it's down to genetics or socialisation – nature of nurture – or a bit of both is open to speculation but it's a fact that by and large we all share some traits with our old fellas.

Anyone who was around top-flight motocross during the 1980s and early '90s and still turns out to watch British championship action in 2010 can't fail to spot the uncanny on-track similarities between Jeremy Whatley and his son Kristian.

between Jeremy Whatley and his son Kristian.

"Kristian has inherited his dad's talent, without question," reckons three-time world 500cc champ Dave Thorpe who regularly banged bars with Jeremy throughout his racing career. "He has that ability to find his way around a track. Choices of line fall quite easily to him."

Choices of line fall quite easily to him."

But the parallels between Jem – a four-time
British 250cc champion, the 1991 British Open
champ and a five-time GP winner – and
20-year-old Kristian run deeper than riding style.

"Jeremy was such a frustrating guy to work with," recalled Rob Hooper talking to Jack Burnicle in 2008. "So skilful. Some days the body was there and the brain wasn't. Others he was as good as anybody in the world and better than most." It's a sentiment that's eerily echoed by Kristian's Maxxis Henderson LPE Kawasaki team boss Steve James. "He's such a talented kid," says Steve. "If he gets out of bed on the right side on a Sunday morning you know you're going to be in for a good day."

Of course, Kristian's still got a long way to go and plenty of speed to find if he's to emulate his old man's stellar performances. Currently fourth in the Red Bull Pro Nationals and fifth in the Maxxis British championship, Kristian's only looking at the prospect of two or three GP

outings this season in which to make his mark on the world scene.

His quiet ambition is grounded by cold realism when he talks about racing. Back in his dad's day a hungry young racer with sufficient talent and drive could earn enough in prize money to keep him going from GP to GP. But in this day and age the stars are getting younger and younger and younger and you need big bucks to simply roll-up to a grand prix startgate.

"It's getting a bit late-on and I'm getting a bit old – you see Ken Roczen and Jeffrey Herlings giving it large and them kids are pretty awesome. But I'll keep pulling along and see how things go, bikewise and with my fitness and things like that. I'd like to see myself in the world championship – top 15 would be good. And I want to be on the podium pretty much every round in the British. We've had one or two problems but we're getting through them.

"Jake Nicholls is going pretty well [in the GPs] and we're only a couple of seconds off him each British. We're doing well and we're getting there. But it's so much money to go there – a grand to get in and no prize money, it almost seems like there's no point in doing it."

It's a down-to-earth attitude that must at least be partly a result of his upbringing. His dad didn't make a fortune from racing and Kristian didn't always have the trickest bikes in the paddock coming up through the schoolboy ranks — although the famous Jeremy Whatley MX brain was already looking at the bigger picture.

"I've been racing since I was 10 or 11. Dad always put me on a slow bike because he wanted me to get my corner speed right first. Then in 2004 my granddad bought me an 85 big-wheel – the engine was good, the suspension was sorted by MXW and I came out and blitzed everyone. I won the BSMA and BYMX the same year.

THE MECHANIC

MIKE FORSTER ON KRISTIAN

Kristian's mechanic Mike Forster worked for Suzuki back in the '80s when Jem was riding for the same team.

"There are a lot of comparisons between Jeremy and Kristian," reckons Mike. "Look at the handlebar and lever set-up — Jeremy liked his bars swept right back and the levers pointing downwards and Kristian likes exactly the same old-school set-up.

the same old-school set-up.
"And Jeremy was really fussy with suspension and I'd say Kristian's the same. Jeremy was also very, very clever at picking lines and so's Kristian. They see things that other riders don't and it's a big advantage. Jeremy came to Mallory and was pointing things out to Kristian —

Jeremy's racing brain is still very sharp.
"Working with him is really good – it's a real nice, friendly team. It's a young team so I'd say we've still got a lot to learn but I'm confident that things will just keep getting better and better."







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THE TEAM BOSS

STEVE JAMES ON KRISTIAN.

"He's a good lad but he takes some keeping in check sometimes though. He's got some good traits of his dad and he's got a lot of raw talent. He hasn't had what a lot of the kids in the paddock have had growing up. He's not had the best of everything. He's not had a lot of money behind him. He's come through with his raw talent and the kid has so much natural ability and the lines he takes on the track are so different to evervbody else.

"We've been a few weeks trying to get his bike sorted out to get it quick enough to compete with the others and we think now this weekend we've got a

"We're looking really forward to working with Kristian again this year and we think he can be a contender for the top three by the end of the year and hopefully we'll be fighting for the Red Bull championships.

"We're hoping with Gert [Krestinov] we're going to do Lommel and we're hoping to take Kristian as well. And if there is a British GP we'll be doing that one as well and possibly one more. The experience will do him good and I think he could do all right out there.

"I haven't got the resources unless we get a really big sponsor coming on board to do the GPs but I see my team as a stepping stone and if I could get Kristian a good ride from what he does with us I'd be really happy. The best thing that could happen for us is that he got a ride with Kawasaki in a GP team and he was able to ride with us under our awning at the British. That would be the best case scenario.

"He's a good kid, he's got a good heart and he does appreciate what you do for him which in this day and age isn't all that common. It's good to work with that level that he gets picked up by a GP team that would be great. And if he was on Kawasaki then that'd









The year after that I was with Motovision on a 125 - another slow bike but that was only because my dad wanted me to get my technique right. I had to go into and around turns faster than everyone else. He made me do that so when I got a quick bike I was double the speed.

Jem also instilled a strong work ethic in his son and by doing so forced Kristian to take responsibility for all aspects of his racing.

"He never pushed me when I was in the schoolboys - he made me do it myself if I wanted to do it. I was in the garage when I was young, straight after school I'd be in there doing my bike because he taught me how to do it.

"He'd put a tyre on for me and say 'this is how you do it' and then he'd take it off and if I didn't put it back on again then I wouldn't be going riding. So I learned myself. These days the kids don't know anything about the bike. So if they're going out there and getting headshake they don't know what to change so my dad's kinda curved me into understanding the bike.

Growing up with a GP-winning father, you



could be forgiven for thinking that Kristian would have been very much in his shadow and be only too aware of how hard an act his dad was to follow. But it all sounds very laidback in the Whatley household while Kristian was growing up.

"I was always going to the GPs with my mum but I don't really know too much about him – I'm still hearing little things that he's done. He's not too interested in it anymore - he's done it for years and you can get to that point. But he still tells me stuff. My mum and dad live in Spain at the moment just chilling out there but I still text him to say how I'm doing and he'll reply 'cool' or

So does Kristian see the parallels between himself and his dad? For the chip off the old block the similarities are obvious.

"I'm old-school," he grins. "The bars are down, the levers are down and things like that. And everyone says I look like my dad into turns. I have seen a bit of video of my dad and I do look like him. It's just natural, in the body. It's just the way he's taught me...







GROUNDED

WITH ALL UK FLIGHTS CANCELLED. INSTEAD OF RETURNING TO FLORIDA AMA FEMALE FAVOURITE TARAH GIEGER DECIDED TO KEEP HER HAND IN BY TURNING OUT FOR A ROUND OF THE BESC...

Words and photo by Nuno Laranjeira

hile thousands of British tourists were stranded abroad thanks to volcanic ash from Iceland making air travel unsafe, Puerto Rican female MX star and X Games gold medallist Tarah Gieger found herself stuck in Blighty.

So instead of jetting back to her training base in Florida the 24-year-old – one of the favourites to win this year's AMA women's motocross title travelled with boyfriend David Knight to round three of the British Enduro Sprint Championship in Dorset where she gave the men a bit of a shoeing and finished a storming second in the Expert ES1 class.

DBR: I know that Sherri Cruse and Sarah Whitmore raced some of the WORCS series and now we find you here in the south of England racing an enduro sprint - is this helping you? TG: "I don't know if it's helping me too much for motocross - it's just riding and trying something different, just having a bit of fun really. The motocross bit of the course isn't really as hard and slick like the ones I ride. I had to get over the logs, pipes and tyres and finished well in the Expert class. I had some really good runs and some really bad ones."

DBR: Could this be the way to go for the MX girls?

TG: "I don't know, I'm just keeping it fun. I ride around a motocross track for weeks on end and it just kind of gets boring so this is just a way of having fun on the side. If I get stuck in England again I may do some more!"

DBR: How have your winter preparations gone -

did you get a mix of cold weather from the UK to make you tougher and the sunny Florida weather to improve your speed?

TG: "No, I stayed in Florida over the winter and just did my thing there, rode a bunch and worked on my strength and endurance. It was good. I really enjoy being on a Honda, learning how to ride a new bike and getting it all dialled. I had a lot of fun over the winter but I'm ready to race now."

DBR: You say you got bored of the Yamaha and felt the need for a change...

TG: "The Honda handles differently and I have to ride it differently so it was fun to learn that. I've got on a good team - Troy Lee Designs/Lucas Oil Honda – and we've got a good programme there so it's going to be a good year."

DBR: How are they treating you there at Trov Lee?

TG: "Really good. The guys at Troy Lee are really stepping it up and making it happen. I had Honda sort of hoping that I would be in that team but I knew I was going to ride a Honda even if I had to do it by myself. The guys at Troy Lee put it all together and I think they're happy with the decision and it's going to be good for everyone. I've been up there a couple of times testing and as soon as I get back to Florida I'll do some more before the season starts. The last time I was out there I practised with Cole Seely and we did some motos and it was good."

DBR: Was it your decision not to race this year's FIM WMX series or did the team decide? TG: "It was my decision. I was there last year

and it was fun but it's different to the US. I really want to focus on the US championship this year and not go over there and get hurt again. It wasn't my fault - I hit a fence post and broke my wrist and that was me for the season. I know the team is probably happy that I stayed and just worked with them during the off-season and I also did some local races in Florida."

DBR: Do you think that the US championship is catching up on the WMX now that the big teams are also welcoming women riders?

TG: "I don't know, I didn't get to do many races last year but in the US we've got a TV programme and we always get coverage online and in magazines. For me I think it is a better thing for a team to have a top woman rider then, say, a top 30 man."

DBR: At this time a month before the first round in Hangtown who do you feel will be your primary competition?

TG: "I think there will be different girls at different races - it will be good competition but always, obviously, Ashley [Fiolek] and Jessica [Patterson] are going to be good. There's a couple of girls I haven't raced with yet - they were doing well last year but got hurt before I came back. It will depend on the starts. They're short races and we can't really recover from a bad start. Hopefully I'll be the one getting the good starts and just riding out front."

DBR: What are your goals for the 2010 season? TG: "To stay healthy, finish the season and win. And win the X-Games again. So pretty much just to win!"



WITH THREE ROUNDS DOWN AND 11 WINS FROM 12 MOTOS THE BONUS CHEQUES BEING POSTED OUT FROM MATTIGHOFEN MUST BE COSTING THE KTM FACTORY A FORTUNE - AND EVEN SO THERE'S STILL A YELLOW BIKE ON TOP IN MX2

Photos by Sarah Gutierrez

op quiz time! Out of all the people working on the MXGP scene who do you think is the busiest? Is it the riders? Hmmm, nope. The mechanics? Not on this occasion. Giuseppe Luongo? Nuh-uh! Members of the MX media? Not a chance... The hardest working person in the motocross world is a lady called Margarate Pohn. What does she do? She's the woman that signs the bonus cheques over at KTM.

Out of 12 GP motos held so far in 2010 the Austrian brand has won 11 - that's five in the MX1 class where KTM-mounted riders currently sit first and second in the series standings and all six in the MX2 class that, almost unbelievably, is lead by someone on another brand of motorcycle. What the fudge is going on with that?

After winning both races in Bulgaria, reigning MX2 champ Marvin Musquin keeps his win streak alive with another maximum in Mantova - but only just. He takes the opening leg by a bike length over the hard-charging Ken Roczen then snatches the second from under the nose of his 15-year-old team-mate Jeffrey Herlings after he gets squirrelly in the second to last turn

and doesn't have enough momentum to carry him through the next rhythm section. Marv jumps by, says 'merci beaucoup' and notches up another 25 points to make his two-round total a perfect 100.

The agony of defeat literally makes Herlings sick and he crosses the finishline with a stream of barf dripping from the front of his Airoh not a great look if I'm honest - but more than makes amends at his home round at Valkenswaard just two weeks later where he has a double win of his own to take his first ever overall GP victory. But what about Musquin?

The champ is fastest in free practice and fastest in the timed pre-qualifying session too but makes a massive mistake in the qualifying heat when he pulls a last corner do-or-die manoeuvre out of the bag on race leader Roczen and splats himself big style. Out cold and lucky not to be more badly injured, the detuned Frenchie's running at less than full speed on Sunday and can only come home 8-5 for fifth overall - a disappointing weekend for the Frenchman as he not only has a 'mare but loses the championship lead to Roczen as well.

The now 16-year-old German is yet to win a moto or GP this







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year but courtesy of an uber-consistent living a charmed life it's like there's run of results (2-2, 2-3, 2-2) that have seen him place on the podium in every moto takes the red plate heading into the fourth round of the series in Portugal - the race that started his GP career just 12 months ago. Musquin's still second in points - just one behind while rookie Herlings sits a further seven points back in third.

While the MX2 championship chase gets closer in Holland the gap between leader and pack grows in the MX1 division as Tony Cairoli blows 'em away with a display of complete dominance on the Austrian 350F - he even has time to crash twice in the second moto and still win by three seconds over 2007 world champ Steve Ramon. Following on from his 2-1 in Mantova, Tony's double victory in Holland now gives him a handy 18-point lead in the series over team-mate Max Nagl who himself is 19 clear of Ramon in third.

nothing but bad luck on offer for the riders in the MX1 class - Nagl's ill in Holland, Jon Barragan busts himself in the week leading up to the Dutch classic while Mantova moto winner Clement Desalle waits until a few laps into the opening moto of round three before popping out his shoulder.

David Philippaerts is another struck by bad luck - the 2008 champ looks to have made a break in moto one at Mantova until he crashes in a berm and wrecks his carbon fibre sub-frame. Finishing in 15th as his rear-end falls apart the Italian is then given a one-minute time penalty and loses another four places after failing a noise test at the end of the 35-minute plus two lap moto. D'oh! Still, he bounces back to take a fine second in moto two and then backs that up in Holland with another strong performance (2-6) to slip into fourth - ahead of Ken De Dycker in the season standings.



OME WATCH

CATCHING UP WITH THE BRIT PACK BATTLERS

Consistent improvement sees Shaun Simpson move into sixth place in the MX2 championship as he battles back from those well-documented pre-season injuries. After running 7-8 in Italy Simpson scythes to a long overdue podium result in moto one at Valkenswaard before backing that third up with a steady seventh second time out.

Two places further back in the series standings is Bike It Cosworth Yamaha's Zach Osborne who slips off the pace in Holland after finishing fifth twice in Italy. The 20-year-old golden Virginian bravely battles to 10-13 finishes in the Dutch sand after first lap crashes in both motos.

The Reverend Jake Nicholls slips outside of the top 10 in the series standings in Holland despite more or less holeshotting both motos. An early crash with Jose Oliva Butron in moto one leaves Jake a long way back but rather than pull out the Suffolk speedster hangs tough and battles to 20th position, then backs that up with a very reasonable 10th in moto two. Just two points separate Jake from ninth place in the championship chase so expect a top 10 ranking next month or else we'll be beating him in the balls with a big stick - that's just one of the 'benefits' of being a DBR columnist.

MVR-D Suzuki's Matiss Karro manages to score in three motos from four with the only DNF coming courtesy of a wiring problem in Holland. The curly haired Latvian sits 15th three rounds in

Mel Pocock continues to impress and the 17-year-old from Eastbourne takes good points in both Mantova and Valkenswaard to ensure his top 20 ranking remains intact. Meanwhile, elder team-mate Ed Allingham carries the Youthstream helmet cam to a points-paying position in moto two at Mantova to open his own GP account - well

In MX1 following the Epstein-Barr enforced departure of Stephen Sword the lone British rider is of course his Buildbase CCM team-mate Tom Church who seems to be making a nasty habit of only scoring in one moto on any given Sunday. One 18th in Mantova and a 17th in Valkenswaard are definitely not the results TC is looking for but expect better from the Marshfield marauder as the season settles down.

After a sluggish start in Bulgaria the CAS teamsters are starting to pick up the pace and currently sit in 12th and 13th place in the championship - a meagre two points apart. Evgeny Bobryshev is super-strong in Holland and runs second for much of the opening moto before feeling the pace and starting a rearwards slide through the pack to ninth. After pacing himself during the early part of moto two the 22-year-old Muscovite takes a career-best fifth place finish in the moto to go seventh overall. Super-consistent Swanie meanwhile runs 15-14 in Mantova and 12-10 at Valkenswaard to place him 13th in the series standings before the championship heads to the Iberian peninsula – a happy hunting ground for the South African in years gone by.

Teka Suzuki	130
Red Bull KTM	129
Red Bull KTM	122
CLS Kawasaki	107
Teka Suzuki	90
Red Bull KTM	87
CLS Kawasaki	80
Bike It Cosworth Yamaha	78
Garibaldi Yamaha	61
Garibaldi Yamaha	60
HM Plant Red Bull KTM UK	59
Bike It Cosworth Yamaha	18
Bike It Cosworth Yamaha	2



- Antonio Cairoli
- Max Nagl
- Steve Ramon David Philippaerts
- Ken De Dycker
- 6 Clement Desalle Xavier Boog
- 8 Tanel Leok
- Jon Barragan
- 10 Davide Guarneri 12
- Evgeny Bobryshev 13 Gareth Swanepoel
- Tom Church

Red Bull KTM 138 Red Bull KTM 120 Rockstar Teka Suzuki 101 100

Yamaha Monster Energy Yamaha Monster Energy Ricci Rockstar Teka Suzuki

KRT Kawasaki LS Motors Honda

KRT Kawasaki LS Motors Honda CAS Honda

CAS Honda **Buildbase CCM**

Ken Roczen Marvin Musquin

Jeffrey Herlings Steven Frossard

Arnaud Tonus 6 Shaun Simpson Jeremy Van Horebeek 8 Zach Osborne

56 Harri Kullas Christophe Charlier 56 10 53 Jake Nicholls

51 19 Mel Pocock Ed Allingham

31

94

79

70

66



CROCK SHOCK!

ANDO TOPS MX1 AND BRADSHAW'S OUT FRONT IN MX2 BUT THE BIG NEWS FROM LANDRAKE IS THAT GORDON CROCKARD'S BACK TO HIS WINNING WAYS...

Words and photo by JP O'Connell

ith the second round of the Red Bull Pro Nationals coinciding with the Valkenswaard GP it's the perfect opportunity for the series regulars to put some breathing space between themselves and the likes of Jake Nicholls and Stephen Sword as the series sweeps into sunny Cornwall and the beautiful Landrake Moto Parc.

Well I say sunny – it is if you're there on the Saturday watching the awesome Open two-stroke battle as Martin Barr, Mark Eastwood and James Noble get among it and put on a superb show for the fans. With three races on the day PAR Honda's Martin Barr takes the overall with victory in the first two motos before finally being beaten into second by Wiseco Honda's Eastwood in the third. Easty's win and brace of seconds gives him second overall ahead of PROPPA.com Honda's James Noble in third.

Sunday is time for the pro show and after a night of heavy rain the track is slick and pretty treacherous in places as everyone heads out for practice in the early morning with Phoenix Bike it Cosworth Yamaha's Jason Dougan qualifying up front with last year's champ Neville Bradshaw on the Samsung Yamaha the first of the MX2 machines.

Once the racing gets underway it's PAR Honda's Brad Anderson who screams up the start hill and into the first turn ahead of Samsung Yamaha's Ben LaMay. A brief challenge in the whoops is all LaMay has for Ando before Tow Law's finest puts on a riding masterclass and pulls out a huge lead on the rest of the field and keeps the win streak going for three from three as LaMay and Dougan take second and third.

In the second moto Anderson again grabs the holeshot with MVR-D Suzuki's reigning champ Nunn slotting into second and PBM Kawasaki's Gordon Crockard third. If Anderson thinks he's going to have it his own way again then he's sadly mistaken and a small mistake in the whoops sees the Crock Star capitalize, pushing Ando wide and relieving him of the lead. A huge downpour during the race does its best to spoil things as Anderson snaps at Crockard's heels but the Pride of Ulster keeps his calm to take a very popular win and second overall.

"In the first race I had a problem on the start

straight which left me near the back and I had to deal with all the problems that come with that," explains Gordy. "We made some radical changes to the bike for the second race and we guessed it right so we were happy with that after being so disappointed in the first race that we were so way off.

"In the second race I actually got the start, managed to get in front and then tried to pull away. There were some sections of the track where Brad was better than me and some where I was better than him so it was pretty exciting. I'm really happy at how it went."

With a comfortable 27-point lead in the series and only three points dropped it's another successful day for MX1 overall winner Anderson.

"The first one went really well, I got the holeshot and once I got a rhythm I really enjoyed the track. In the second race I was enjoying it but made a couple of mistakes and Gordon come past us. I thought that I would be able to get past, find some good lines and check out again but he had some good lines too and I just couldn't get past him. Once the rain started to come down I just eased off because it wasn't worth hurting myself because I knew I'd still come away with the red plate. It would have been nice to come away with a 1-1 but you can't win them all."

In the MX2 series it's a chance for joint leader Elliott Banks-Browne to put some distance between himself and his nearest competition with Jake Nicholls away on GP duty. Unfortunately for EBB a badly twisted ankle on the Friday leaves some doubt as to his ability to ride at all with the decision to race only being made on the Sunday morning.

It's the defending champion – Samsung Yamaha's Neville Bradshaw – who finds his form to score his first victory of the season in race one. A fighting third in the second moto is enough to give him the overall victory by two points over PAR Honda's Martin Barr who cards 4-1. Third place overall is filled by LPE Kawasaki's Kristian Whatley with solid 3-2 finishes.

With damage limitation a priority, hobbling DB Racing Honda's Banks-Browne gives new team sponsor Pulse Racing something to smile about as he grits his teeth to finish fourth overall with enough points for the red plate and a slim series lead heading into round three at Canada Heights.







Simon Booth

	77	
CA	RE	BPN MX1 >>
	1	Brad Anderson
	2	Ben LaMay
	3	Jason Dougan
	4	Carl Nunn
· ·	5	James Noble
	6	Alex Snow
	7	Nathan Parker
	8	Gordon Crockard
-	9	Stephen Sword
	10	Alfie Smith
	RE	3PN MX2 >>
Ui	1	Elliott Banks-Bro
1////	2	Martin Barr
10	3	Neville Bradshaw
	4	Kristian Whatley
	5	Luke Hawkins
	6	Jake Nicholls
	7	Lewis Tombs
	8	Stuart Edmonds

Beri Laway	Samsung Yamana
Jason Dougan	Phoenix Bike it Cosworth Yamaha
Carl Nunn	MVR-D Suzuki
James Noble	PROPPA.com Honda
Alex Snow	Albion Kawasaki

PAR Honda

Nathan Parker Gordon Crockard Stephen Sword Alfie Smith PROPPA.com Honda PBM Kawasaki Buildbase CCM SPH Honda

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Elliott Banks-Bro	wne DB Racing H
Martin Barr	PAR Honda

10 Jamie Smith

Elliott Banks-Browne DB Racing Honda		
Martin Barr	PAR Honda	
Neville Bradshaw	Samsung Yamaha	
Kristian Whatley	Maxxis Henderson LPE Kawasaki	
Luke Hawkins	PAR Honda	
Jake Nicholls	HM Plant Red Bull KTM UK	
Lewis Tombs	Yamaha	
Stuart Edmonds	Electraction TM UK	
Bryan MacKenzie	Horseman Kawasaki	

Kawasaki

Fl	JCHS SILKOL	ENE 2S EXPERT OPEN >>
1	James Noble	PROPPA.com Honda

2	Mark Eastwood	Wiseco Honda	124
3	Nathan Parker	PROPPA.com Honda	101
4	David Willet	Bladez Salon Yamaha	93
5	Daniel Arnold	Honda	92
FL	JCHS SILKOLE	NE 2S EXPERT 125 >>	
1	James Dunn	Suzuki	128
2	Jim Davies	TM	121
3	David Willet	Bladez Salon Yamaha	120
4	Luke Remmer	Kawasaki	96
5	Lloyd Morgan	KTM	94
FL	JCHS SILKOLE	NE 2S JUNIOR OPEN >>	
1	Daniel Ward	Suzuki	128
2	Jason Kendrick	Yamaha	110
3	Kristofer Ayres	KTM	97
4	Joe Golding	Suzuki	96
5	Shane Headon	Kawasaki	91
FL	JCHS SILKOLE	NE 2S JUNIOR 125 >>	
1	Ryan Tomkins	KTM	133
2	Ashley Crossley	Yamaha	104
3	Charles Statt	Kawasaki	103
4	Ren Thomson	KTM	98

Suzuki



ack in the bad old days before communism went pear-shaped the world was in the grip of the threat of nuclear war with two superpowers – Russia and the USA – bellying up to each other for global domination.

Thankfully, these days things ain't nearly so tense (although let's not forget those crazy North Koreans and that mad mofo Kim Jong-il). But the Ruskis and Yankees still remain as the main players in world politics and – for this year at least – British motocross as well...

Round three of the Maxxis British MX
Championships is staged over the May Bank
Holiday weekend at the awesome Duns circuit in
the Scottish Borders. And it's Russia's Evgeny
Bobryshev and the US of A's Zach Osborne who
dominate in MX1 and MX2 with super-powered
performances that relegate the rest of the field to
the status of also-rans.

Bike it Cosworth Yamaha's Osborne tops Superpole by over two-and-a-half seconds before blasting out three gate-to-flag wins. The American never looks threatened all day and even in the final moto, when he appears to have been squeezed out up the start straight, he simply turns tighter than everyone else to emerge from the opening turn in the lead.

"It was a good day – three holeshots and three moto wins," smiles the 20-year-old who wins the second race by three-and-a-half seconds despite losing his back brake on lap two. "I really enjoyed the track and the bike was good all day."

Things are not so good for Jake Nicholls however. Series leader heading into the Duns round, the HM Plant Red Bull KTM UK rider is third in the opener after getting hung up behind Osborne's team-make Mel Pocock for almost the entire race, only managing to stick a move on him with two laps to go. And things go from bad to worse in moto two when his bike breaks while he's holding down second.

The Reverend ends the day with second in the final race but the damage has been done

and he sees his eight-point lead turned into a 24-point deficit.

"I've had a terrible day," admits Jake.
"I qualified good but I just struggled with the track — I didn't really enjoy it to be honest, it was so hard to pass. It's a good track but I was getting held up and you can't do anything, nearly crashing your brains out trying to pass. The second one I had a problem with the bike and that was that. I'm going to go home and work hard on the things we're missing."

Moving up to join Jake in joint second in the series standings is PAR Honda's Martin Barr who goes 2-3-3 at Duns for second overall.

"It's not been too bad a day and fair play to Zach he was on it, on a different level to everybody else. I'm quite happy with the way things went and it's helped me in the championship with Jake having a DNF but it's still a long season and I'll have to keep fighting to the end."

Joining Zach and Marty on the podium is MVR-D Suzuki's Latvian ace Matiss Karro who



enjoys a return to form around the superbly groomed Scottish circuit. Karro's not been firing on all cylinders so far this season but his 6-2-4 card is good enough for a top three finish.

"In the beginning of the season I've been struggling with my arms but I feel real good now," says Matiss. "We've made some changes with the bike and the suspension is much better and the engine is getting good. I can get better starts now which is real important in the British championship because there are three races and everyone goes fast in the shorter races so it's hard to pass."

Up in MX1 CAS Honda's Bobryshev travels to Duns with an eight-point lead. The Russian's 12th and last in a Superpole that's topped by Samsung Yamaha's Ben LaMay but when it comes to the points-paying races he only makes one major mistake all day – and that mistake probably costs him a perfect 1-1-1 card.

His single slip comes in race one when he crashes while chasing down defending champ Brad Anderson. The slip drops him from second

•

to sixth and he can only manage third at the flag behind PAR Honda's Ando and Buildbase CCM's Stephen Sword.

But he makes no mistakes second time out, wasting little time to pass Jason Dougan for the lead before checking out to win by almost 10 seconds from Swordy with his CAS Honda team-mate Gareth Swanepoel third. And there's more of the same in the final race of the day as he powers to another 25 points ahead of a super-consistent Swordy with Tom Church taking third aboard the second CCM.

"I am so happy after today," says Evgeny.
"Everything was good apart from a little mistake in the first race. I tried to close down on Anderson and I made a mistake when I missed a gear so I crashed. Then the next two races I got to the lead early on and just maintained everything until the finish. It was great to win overall and have another podium. The bike is working well and I would like to say thank you to my team."

With a 2-2-2 card Swordy takes second

overall and consolidates his second in the series, 12 points off the leader's pace – not a bad result considering he's been off a bike for almost three weeks as he struggled to overcome the debilitating Epstein-Barr virus.

"I'm a bit race rusty from having a few weeks off but three seconds is good," says Swordy. "I was on the pace so I've got to be happy with that considering what's been happening and I'm still in a good championship position. Bobryshev didn't pull away too much so we can regroup now and get better for Lyng."

Despite ending the day on the podium in third, Anderson is far from happy with his performance.

"It's so hard to pass — everyone was going quick and the quick lines were harder. In the third one I had another bad start but I was coming through well and then a back-marker got in my way after I passed Dougan and Coppins and that let them back past so I had to try and do it all again in the last two laps and couldn't. Not a very good day today."



MANY SPANKS!

THE UNSTOPPABLE DAVID KNIGHT DELIVERS ANOTHER ENDURO SPRINT MASTERCLASS AS HE DOMINATES THE THIRD AND FOURTH ROUNDS OF THE 2010 BESC SERIES

Photo by Nuno Laranjeira

f there's one thing that's now for certain it's this –
David Knight is back to his very best. Following on
from his two flawless performances at the opening
rounds of the 2010 British Enduro Sprint
Championship the mighty Manxman delivers another
set of perfect results as he dominates rounds three and
four of the hot new series.

Even when he's a country mile ahead of his rivals the KTM factory star still finds ways of challenging himself. "I never normally worry too much about other riders," comments Knighter in Dorset. "It's all about me and the clock. When you have a good lead it's sometimes harder to stay focused than when you're fighting with other riders but either way you have to keep pushing and not make any mistakes."

Making mistakes is something Knight leaves to his competitors at the BESC's most southerly event. During round three he doesn't so much as put a wheel wrong and in winning each of the day's nine special tests finishes over three minutes clear at the top of the Elite class. And at round four it's a similar story. Winning each and every test to claim another sizeable winning margin he ensures he heads a KTM one-two-three followed home by Greg Evans and Daryl Bolter.

"He just doesn't make mistakes and is so bloody fast," explains Evans, the rider to get nearest to David. "I'm really pleased with the way I've ridden on both days but Knighter's speed is unreal."

Right to be pleased with his performances, Evans claims his best result of the season so far delivering both speed and consistency to finish ahead of his KTM Off Road Racing team-mate Bolter on both days.

"There's four of us [Evans, Bolter, Si Wakely and Phillip McLaughlin] all pushing hard to try and finish second to David," explains Bolter. "We're all giving 100 per cent which is when you can make mistakes. Disappointingly, I was one of the riders making mistakes."

Also making mistakes at what is his home round is Husqvarna's Si Wakely. There or thereabouts early on during round three, Si sees one mistake too many prevent him from finishing higher than fourth. Coming out all guns blazing at round four, Si's pace at the start of the day is enough to suggest that second might be on the cards. But a trip over the bars on test four soon puts an end to his hopes of an improved result.

Not even sure if he'd be able to compete due to still feeling the effects of a painful crash during the EWC GP of Spain, Irishman Phillip McLaughlin is pretty pleased with his 5-4 Elite class results. "Considering I wasn't sure if I'd be able to race I couldn't have asked for a better two days. I was slow to get going which I expected but my speed was good towards the end of the weekend."

Rounding out the top six on both days and trying his hand at the BESC for the first time is REME Army rider Kev Murray. Putting his motocross skills to good use he finishes ahead of Paul Bolton and Ed Jones.

Sharing overall top honours in the Under 23 class at rounds three and four are Gas Gas-mounted Daniel McCanney and Husaberg's Ollie Moyce. McCanney sets the pace at round three while fellow Manxman and stand-out performer at round one Alex Rockwell crashes out. At the end of round four Moyce sneaks ahead to claim a hard-fought win by just

SERIES STANDINGS

ELITE CLASS >>		
1 David Knight	KTM	80
2 Greg Evans	KTM	62
3 Daryl Bolter	KTM	49
4 Phillip McLaughlin	TM	47
5 Si Wakely	Husqvarna	46
6 Edward Jones	KTM	35
7 Taddy Blazusiak	KTM	34
8 Paul Bolton	KTM	32
9 Gordon Clarke	TM	26
10 Gethin Price	KTM	
U23 ES1 >>		
1 Joe Deakin	Husqvarna	74
2 Lewis Belfield 3 James Giddings	KTM	64
3 James Giddings	KTM	53
U23 ES2 >>		
1 Ollie Moyce	Husaberg	80
2 Ashley Wood	Gas Gas	64
3 Mark Roberts	KTM	56
		-
U23 ES3 >>		
1 Daniel McCanney	Gas Gas	80
2 Jamie Paget	Husaberg	34
3 Kieran Jones	Gas Gas	30

SPEED OF KNIGHT!

TO THE TOP OF THE ENDURO 3 WORLD CHAMPIONSHIP STANDINGS WITH IMPRESSIVE WINS IN SPAIN AND PORTUGAL

Words and photo by Jonty Edmunds

ome see it as his most important season of world championship competition ever while others believe EWC title #3 is little more than a formality for the burly Manxman. But whatever your viewpoint, no-one can argue with David Knight's results at the opening rounds of the 2010 Enduro World Championship.

Well aware that all eyes are on him as he makes his KTM-mounted return to the EWC after a disastrous season with BMW in '09, Knighter quickly lets everyone know just how much he wants another world title as he claims two dominant E3 class wins at the series opener in southern Spain.

In time honoured fashion the second round of the series takes place just one week after the first where DK continues to excel. Although beaten by Gas Gas factory rider Christophe Nambotin on day one - the man seen by most as Knighter's closest championship rival - on day two David returns to the top and stretches his championship lead to eight points

"I can't complain about three wins and one runner-up result," enthuses a clearly delighted Knight. "Christophe has shown that he's going to be a tough rider to beat this year which is what I expected but I'm more than pleased with the way I've performed.'

Helping David to dominate in Spain is arguably the most extreme extreme test ever seen in EWC competition. Featuring a seriously challenging climb, DK needs all his trials experience to remain feet-up and mistake free but the same can't be said of Nambotin.

That hill definitely helped me," admits Knight. "It was close between us on the other tests but on that one extreme test I would be 30 seconds faster each lap. In Portugal I couldn't rely on my speed on the extreme test to win, that's why I'm so pleased to have won the second day. I won because I was the fastest rider on all tests.

Knight's KTM team-mate Simone Albergoni produces some of the most surprising results in Spain and Portugal. The E3 class rookie shows that Nambotin isn't the only 300cc two-stroke rider who can challenge for podium results as he steals second on day two in Portugal.

Coming away from the second round of the 2010 EWC series as leader of the Enduro 1 championship, Husqvarna's Antoine Meo is another rider more than pleased with his performances during the all-important season openers. Six points ahead of countryman Johnny Aubert, Meo shows that he's ready to challenge for his first world title despite carrying a knee injury into the Spanish event.

'I was hoping to finish on the podium at both events but I wasn't expecting things to go as well as they did for me," comments the Frenchman. "Winning the first day in Spain was the perfect start but I found it hard because of my knee on

day two. Portugal was great, winning on both days was amazing. Johnny will get stronger - it's going to be a long, hard fight."

With Johnny fast but not quite fast enough to beat Meo on three out of the four opening days the reigning Enduro 2 world champ admits he has some work to do if he's to collect his first E1 title. "Antoine was really fast and didn't make any mistakes. I pushed hard to win but I wasn't fast enough. I have to work hard now before the GP of Italy.

Third in the E1 standings is Yamaha privateer Cristobal Guerrero. Switching to the E1 class for 2010 the hard-charging Spaniard shows up several factory-backed riders as he delivers four solid results to start the new season in style.

Ivan Cervantes and Mika Ahola were tipped by most as the riders who would battle it out for the Enduro 2 class top honours and in both Spain and Portugal that's exactly what they do. Level on points after the two opening rounds, the Spaniard and Finn prove to be a level above all others despite the best efforts of Juha Salminen.

With Mika winning on day one in Spain before Ivan reverses the tables and moves into the top spot on day two, the Finn does exactly the same thing on day one in Portugal only to see Ivan again top the class on day two. "Considering how little time I'd spent riding in dry conditions I'm really surprised with my results," says Mika. "I must be better prepared than I thought I was."

SERIES STANDINGS

ENDURO 1 >> Antoine Meo Husqvarna Johnny Aubert KTM Cristobal Guerrero Yamaha 78 Nicolas Deparrois Kawasaki 63 Julien Gauthier Honda Matti Seistola Husqvarna 59 18 Phillip McLaughlin TM ENDURO 2 >> Ivan Cervantes KTM 94 Mika Ahola Honda 94 BMW Juha Salminen 76 Thomas Oldrati 68 KTM Renet KTM Piere Alexandre 59 Husaberg Joakim Ljunggren 57 18 Tom Sagar Suzuki 18 ENDURO 3 >> David Knight KTM 97 Christophe Nambotin Gas Gas 89 Simone Albergoni 82 KTM Oriol Mena Husaberg 66 Seb Guillaume 58 Husqvarna Botturi Husaberg Alessandro **ENDURO JUNIOR** Jeremy Joly 86 Honda Lorenzo Santolino KTM 75

Yamaha

Husavarna

Gas Gas

KTM

Victor Guerrero

Romain Dumontier

Mario Roman

Elie Vecchi

65

63

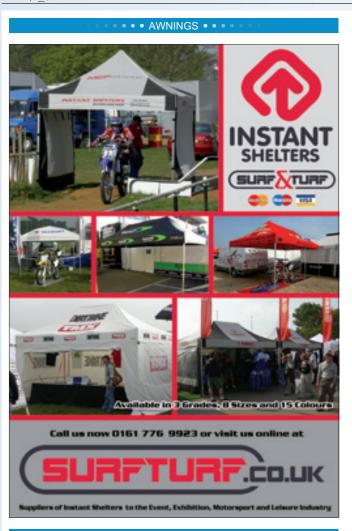
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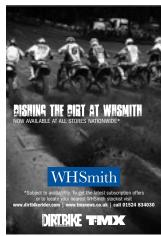
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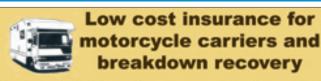






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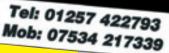


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AWNINGS



GNARLYNORLEY!

TOP GUNS BITE OUT AT BYMX

ollowing the stellar super show from the guys in the youth Open class at round one at Leuchars it was a fair assumption to think that the top BYMX division would continue in that very same red hot vein at round two.

in that very same red hot vein at round two.
Connor Walkley won the Norley opener from
Ryan Houghton followed by Tom Kelly with
Nathan Watson in fourth place – and all seemed
to be well on course for another blinding event –
but wouldn't you just know it, fate decided to
pitch in with a spoiling hand that placed three of
the leading contenders in the medical tent very
soon afterwards.

Ryan Houghton was the first to go down with a very innocuous looking race two accident followed by Jamie McCanney and Brad Pocock in race three. Both Ryan and Jamie had to be transferred to hospital with what proved to be broken bones and that effectively ends their championship hopes. As for Brad, he battled on through the meeting with a damaged set of digits. His weekend also included a pair of race wins on his card and the Express Insurance 'Top Gun' man of the meeting award tucked in his back pocket but seventh place overall did little for his championship hopes.

Connor Walkley beat Nathan Watson in a final race decider to claim the Open class Norley honours and finishing with a consistent 1-3-3-2-2 result also extends the Team Green runner's series lead by a further six valuable and very crucial championship points. Elsewhere in the section a cracking weekend show from Tom Kelly rewarded him with third overall.

In the BW challenge you have to say for the first time this year Ben Howell looked a tad off the electric pace so enter James Harrison to give Ben Watson a nudge and a poke. Race one went the way of the rampaging 150F pilot as Adam Sterry claimed second place to make it a Honda 1-2 but Watson's a quick learner and he duly marked everyone's card with his very own special brand of magic in the remaining four races to finish the weekend 3-1-1-1.

So Watson supreme on the box yet again then as Harrison went 1-2-2-2-2 for second followed by Howell, Sterry, Kelly and Garland in what proved to be a bit of a good old 85cc tear-up for the places.

With a long start straight at Norley to fully exploit his four-banger power, Oli Oz did it again and wrote another thumping 5-0 chapter into the BYMX record books, cruising his way to an early lead in all five motos and going on to be totally

uncatchable. If it wasn't for the total domination shown by Oli the SW section would actually have been the closest and tightest affair going down in Cheshire with the pack on fire as they hustled for the places. Josh Gilbert in magnificent form just about got the better of Robert Yates for second overall with scorching performances also from both Josh Coleman and Sam Braithwaite in fourth and fifth.

The long opening drag also proved to be food for thought for the Conrad Mewse camp and once they ditched the holeshot device and reverted back to last year's startline technique Conrad was back on track too as in the final race of five he chased Oli all the way to nail second place in the race and claim the final podium spot.

It's been party time generally for Albie Wilkie so far this year but one little gig he might want to forget turned out to be his 10th birthday celebration fling just a few days before Norley as when having a little tootle around on his practice bike he picked up a wrist injury that cost him big style in the opening three Cheshire motos. Albie struggled in pain as Tom Hume, Taylor Hammal, Keenan Hird and James McFayden merrily picked up points.

On day two Albie fought back magnificently following a bit of magic sponge physiotherapy treatment to close the section with a brace of scorching wins. When it was all totalled Tom Hume had taken top spot and closed the championship deficit to four points as Albie just about managed to hang on to his series lead with second overall. Taylor Hammal nicked third and Keenan finished in fourth in a section that continues to boil up into something very special.









Sam Braithwaite

Conrad Mewse

Sid Evans

76

71 69

Luke Norris

Brad Pocock

Tom Kelly



HOMETOWN: BRADFORD Dob: 12 OCTOBER 1999 MACHINERY: CRAIG'S M/C KTM 65

Ibie Wilkie fired off an early-season salvo that elevated him to the very top of all three Junior 65cc championship tables but with the dust now settling and a few unfortunate injuries kicking in for the London lad a new wind of change just might be blowing through the tiddler class ranks.

Tom Hume and Taylor Hammal stood the tallest on the round two steps at the BYMX and Red Bull EYC but it's Keenan Hird who has now taken over from Albie at the top of the EYC championship table having finished in second place at both the opening Foxhill and Landrake rounds.

To be fair Keenan – just like Albie – has been bang-on the 65cc pace right from the very off this year as proven at Foxhill in the last race deciding cliff-hanger that just went Albie's way. Keenan has also impressed by clearly winning every BYMX and EYC qualification session and also posted five individual moto wins so far this year.

His outstanding efforts at BYMX Leuchars won him the Express Insurance man of the meeting 'Top Gun' award and he's also picked up an MCF Fox Boot Camp prize. And just like Albie he's a 10-year-old class five school pupil so that makes him red hot to trot in 65cc terms. The only thing Keenan hasn't managed to do so far this championship season is to deliver an overall meeting win - but surely the top step of the box is just a matter of time away.

We caught up with Keenan down at Landrake...

Rage: Hi Keenan, it's all going pretty well for

you so far in 2010 but what are your thoughts on the BYMX and Elite Youth Cup?

KH: "The BYMX series has been the toughest so far for me. It is the championship in which I haven't been as consistent with two fourth places overall and I think all the riders in my class are a threat and the competition is very strong, especially between the top six. But I think a challenge is what I need to become a better rider and I'm loving every minute of it."

Rage: What have been the highs and lows for you so far this season?

KH: "Qualifying first in every round so far in both the BYMX and Elite Youth Cup. Also my first and second place race results which I never expected and winning the Express Insurance Top Gun award and the Fox Boot Camp prize are the highs. I am now leading the Elite championship which is also a huge high for me. The low points are my crashes and losing too many points and not been consistent enough but that's motocross. My dad said if I always try my best it doesn't matter where I come."

Rage: Are there any other factors which are proving to be really helpful this season? KH: "Yeah, for sure I have all my family here calling me on at the meetings and giving me encouragement and that's just brilliant so big thanks to them. And my sponsors too are being just the best - Craig's Motorcycles (Dewsbury) for their help with supplying the bikes, parts and maintenance, Ashley Kane for all our year's MSR race suits and clothing plus Scott goggles and Gaerne boots."

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TAYLORMADE!

ust recently Albie Wilkie made double figures with his 10th birthday celebrations but ever since it seems to have been a real case of nothing but hitting

The first heartache befell him at Norley with the second round of grief coming in race three at Landrake in the Red Bull Elite Youth Cup. Albie went into the weekend as section leader and all started well enough with a storming first race win, followed up by a glorious second race charge through the field to salvage fifth.

But disaster struck third time out when Albie bailed out heavily just before the tabletop. The tumble put his shoulder out of action, cost him valuable championship points and left his arm swinging in a sling for the remainder of the meeting. Did the other little fliers take advantage? You bet your life they did! Keenan Hird lead overnight with one race win to his credit and that eventually equated to a second place overall finish, together with the series lead.

And on day two it was Taylor Hammal who stepped right up to the plate and how totally cleaning up to make it three race wins on the weekend as he stood proud on the lovely Red Bull box. In the torrid little 65s section there were also other sparkly performances coming from speedy Drew Warren in third and the Cobra kid Ryan Vickers in fourth.

Conrad Mewse dropped into a perfect little groove just as the Norley proceedings came to a close and he carried the sensational form all the way down to Landrake in the SW section. Oli Oz put on the style to win the opening three motos on day one with Conrad going 2-2-5. When the weather turned ugly however on day two it was Conrad who upped his game to win races four and five in

the tricky conditions and secure the overall win as Oli went astray in the final moto. Danny Lanfear and Josh Gilbert filled the third and fourth place podium steps with Alfie Bowtell and Ben Harrison on five and six.

In the BW section Ben Howell was well and truly back on his A game but then again so were Ben Watson and James Harrison as they divvied out the five race wins between them. Harrison won the first and lead overnight but with Howell and Watson taking a leg each on pro day just as they did on day one it was always going to be a tight finish.

Tight it proved to be as the Ben boys tied on 201 points each with Howell getting the top step courtesy of his race five success. Harrison finished in third with Connor Clark battling through to fourth with a great day two performance as he went 4-4.

Sunny Thompson held the Rookie class overnight top position and proclaimed to the crowd in a Saturday post race interview that although very consistent what he really wanted was a moto win. Well he had to wait until race five before he eventually crashed through the chequers in first place but it all proved to be good for Sunny on a rainy day as he took the section win on the back of a splendid weekend 2-3-3-4-1 performance.

Brad Pocock finished in second place overall without actually having won a moto as that honour went to Nathan Watson twice as he finished in third place together with Lewis Trickett and Jackson Evans as they snatched one race win each and completed the prize-guy line along with Jake Millward in fourth, fifth and sixth places respectively.

In championship terms the weekend's events tightened things up quite nicely at the top as there are now just five points covering the top three as they all head off to Canada Heights for the next round.



RED BULL EYC SERIES STANDINGS

Keenan Hird

Taylor Hammal Drew Warren Ryan Vickers Tom Hume Albie Wilkie

Oliver Osmaston 411 Conrad Mewse Josh Gilbert 390

351 Danny Lanfear Todd Kellet Oliver McMurray 343 252

Ben Howell 420 Ben Watson 395 James Harrison 359 Connor Clark Tom Neal Liam Garland

Lewis Trickett 384

Bradley Pocock 381 Sunny Thompson 379 Nathan Watson 340 Jake Shipton 270 Rob Muscat

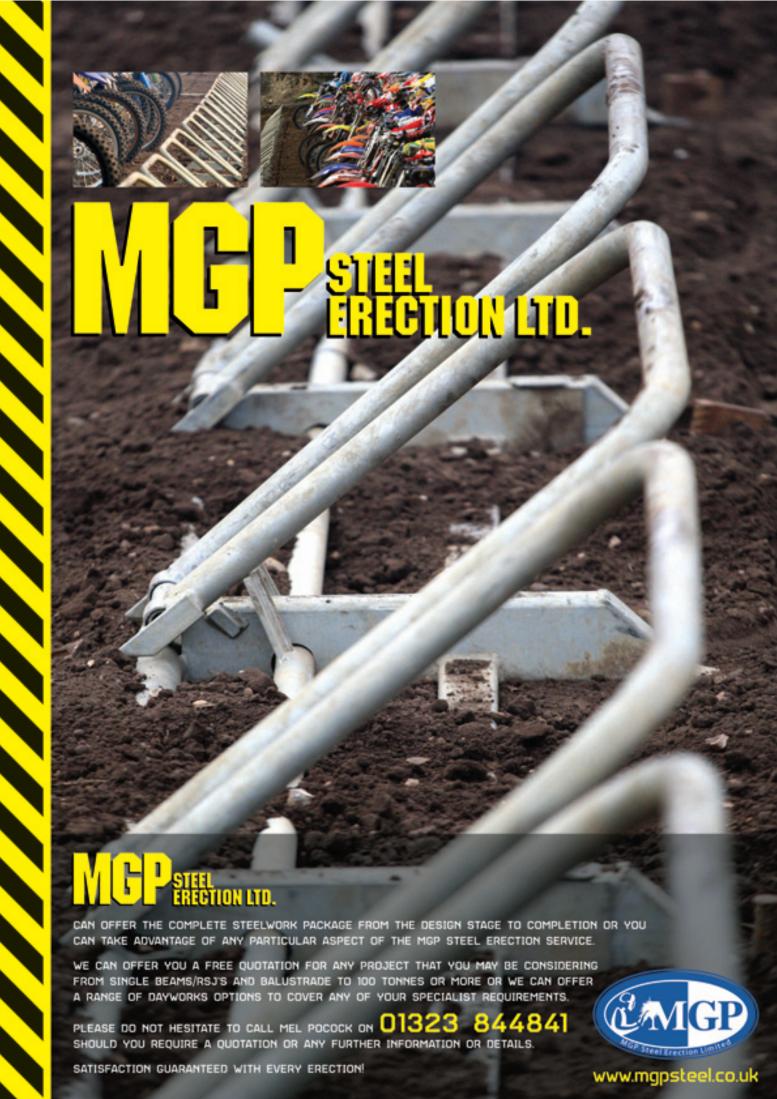


andrake wasn't anything like plain sailing for the Stebbings Kawasaki outfit with team boss John Marshall unable to make the meeting due to motorhome gremlins and with injury still sidelining part of the crew it was all down to George Grigg Pettitt in the 65s and Connor Hughes in the SWs to bring home the bacon.

Both George and Connor got off to a cracking start with qualification results being eighth for GGP and 13th for Connor. The guys gave it everything over the course of the weekend and featured well in the overall mix and melee with George picking up a couple of healthy 20-point scores in motos two and four in the 65s and but for a last race DNF Connor would have returned a good finish too. As it was he had to settle for 21st overall with George 15th in his group.

Keep up the good work guys and the best of luck for Canada Heights...





ACTIONJACKSON!

ackson Evans has had the potential to win major races for a long time and at round two of the Red Bull Pro Nationals that potential came good as he finally put in a thoroughly deserved race win in the Rookie class on Saturday.

He grew up riding with Billy MacKenzie among others when Billy Mac was riding for Steve Dixon's team down on the South Coast near Jackson's home. Evans is quite a card when you get to know him so we caught up with him in the pit box the following day to see how he felt.

e: Jackson, you took your first Red Bull Elite Youth Cup win yesterday - how do you feel about that?

JE: "It feels good. It's good to show everyone else that I've got the speed and also prove to myself that I can do it. It's given me a lot of confidence which maybe I was lacking on the track. Hopefully I'll be able to go on from here and run near the front all of the time.

You've always had the speed so what's suddenly clicked? Is it because you're now running the two-stroke?

JE: "I don't know - this year it's weird. I haven't done as much riding as I have in the past so maybe I'm fresher. Preparations have been easier with Poole Yamaha helping me out and looking after the bike so that helps. All I've got to do is jump on my bike and ride my own race and

that seems to be working well at the moment and I don't want to change it."

Do you reckon it could be an age thing because you're getting a bit older and becoming

JE: "Maybe? It's difficult to know exactly what it is - maybe it is that along with everything else. I turned 17 in August and we've always treated it as a bit of fun but I feel a little bit more like I could get somewhere with it. I mean Herlings and Roczen are younger and way beyond where I'm at but I feel like I could have a good run in the UK and be a half decent pro rider. I've just got to knuckle down now and stop messing around!"

Okay, talking of messing around. what kind of messing around are we talking about here? I take it you mean with the ladies?

JE: "Naturally! I'm young, that's what we're meant to be doing in isn't it? No, you know, just chilling with my mates and having a good time but now I also have to make time to ride and train and get a little serious. Although I do like the occasional bum whips - on the track I mean, on the track! You know, a bit of goon riding is always fun. I like to have fun as much as possible otherwise, well, it ain't no fun is it!"

e: Off the track who do you hang around with in your busy social circle then?

JE: "[Jake] Shipton I guess! He's also my team-mate, he's a good laugh. Robbie Muscat lives just down the road from me. There's loads of us here so it makes it a good weekend, especially with the Red Bull Party on Saturday night, it gives us something to do - these races are cool. We all chill at the beer tent laughing at all the drunk people! The Elite is so much better than anything else, the tracks are always prime and riding alongside the pros is good because you can definitely pick up lines and technique from them. So right now everything is good in my little bubble.'

That's good to hear Jackson. Good luck. JE: "Thanks and thanks to everyone that helps



WWW.CAL4U.CO.UK

Callum Loveridge has been a popular, bright and entertaining rider on both the youth motocross and BMX scenes both in and around the West Midlands area and nationally for a number of years now but following his unfortunate BMX accident in February he now finds himself cruelly paralysed from the neck down.

A website has been set up recently to both inform on Callum's condition and assist with his future needs. At the moment Callum is resident at a specialist spinal unit in Oswestry, Shropshire, where he is likely to stay for the next eight to 18 months depending on his rate of progress. Initially Callum was in a precarious and possibly life-threatening position but he is now conscious, breathing unaided and is fully aware of his condition and generally amazing the medical staff with his determination and plucky spirit following operations to try and strengthen his spine.

Just a few weeks ago at one of Cal's favourite old haunts Wilden Lane it was great to see so many people wearing the Callum 4 U stay strong t-shirts and hoodies as everyone generally enjoyed the sunshine and the two-day MCF Youth League event. Out on the track even Superman AKA Ashley Clewes got in on the act riding Callum's very own #22 KTM machine in yet another superb effort to raise awareness of Callum's plight. There was also a Saturday night raffle and collection with added donations from the Wilden and

You can read more about Callum, keep track on his progress, add your support plus send messages and photos via the website www.cal4u.co



DARK DAYS MDER

BILLY'S TAKING THE ROUGH WITH THE SMOOTH AND STAYING POSITIVE BUT THE MONTH ENDS IN TRAGEDY IN BROADFORD...

light setback this month with a broken wrist from the second round. However, the day started off so well. After being home in the UK for a couple of weeks I wasn't sure how I was gonna handle the jet lag or if I was gonna be right in the head for the race so shortly after my mum's funeral.

There were a lot of things spinning round in my head but in a way it kinda made me feel stronger. You hear of people having an extra strength in these situations. Last year while I was over here watching the supercross Jay Marmont lost his little daughter of a few months the week before he won the SX Main, beating Chad Reed.

I came to the race super-confident, I had the red plate and the track looked awesome. I get a good feeling every time I go to a race now, I've noticed a big change in my attitude even doing day to day stuff. I see the positive in everything and love getting up early and going about my day. Race days are no exception, I arrive there and I'm just itching to get out on the track.

The tracks are prepped so well over here and they have a real open feel to them. Loamy dirt, no green fencing, just a few haybales and some sponsorship banners. Everyone is relaxed and you think to yourself 'what a nice day to be racing my motorbike'!

So that's how I was feeling at Canberra, I got on the bike and immediately felt like going fast. I had walked the track with my team-mate Cody who gave me some info on where the lines normally cut up. It was a real jumpy track and I had been looking forward to doing some jumps for ages - the last time I got some proper airtime was at the Nations. That track was insane, I loved it, definitely put the Nations track in my top five. All I had been doing since I got here was motos on real cut-up tracks - I hadn't ventured out to any prepped tracks cos I was getting off on being hardcore!

So qualifying got under way and I put pole in straight away. I always put a time in straight away so I know I've got one in, even if I drop to 10th or 18th I've still got my time. Then I come in, check out the times, think about the track and figure out where I can go faster. I changed my bike set-up a little while everyone else was trying to beat my time, then at the end I went out and put another time in and went pole by 1.5 seconds. So I was off to a good start and felt real in control. We had a four 15-minute moto format this weekend with only five minutes rest in between. So I had kinda worked out a gameplan to get into the lead and ride smooth and relaxed to conserve energy for the next races. Moto one went to plan, I got out the gate second and quickly moved into the lead. From there I just rode on the pegs, really precise and technical. It was the best I had felt on the bike all year and I won the race pretty easily.

Moto two went down with a huge holeshot! From there I did exactly the same, just rode smooth and precise until I got to the step-up over the back. While walking the track I noticed there was a tyre protecting the sprinkler system on the landing of this step-up. I thought to myself 'that's pretty dangerous' at the time. The take-off was wider than the landing and to have that actually ON the landing, you know, just to the right of where you land? I thought it was a bit dodgy...

So I can only blame myself for what happened. I changed line in the right-hand corner before the step-up to one I had used a couple of times in the first race. The corner had a massive bumpy rut leading all the way up the take-off before hitting a big kicker at the top. What I did was hit the same rut but clutch it and jump out of the rut and land on the smooth run up only like six inches to the right of the rut. The take-off was smooth too but I must of leant too much to the right as I sat down into it - I was midair when I realised what I'd done and it was too late. I tried to manhandle the thing in the air but I landed on the sprinkler system and it ejected me over the front of the bike, coming down hard on my hand. Game over!

I tried getting fixed up before the third race but my wrist had already swollen up pretty bad. I started the third race but as soon as I put the brakes on or any weight on my hand it hurt a lot. That was the weekend over and the red plate gone. I was gutted and so were the team - three races I missed that day which is like missing a whole round so I have a lot of catching up to do

I took all the positives from the weekend though and there were a lot. Like I said I have a different attitude now - there's no point in getting upset by what's happened for long. It happened so deal with it, get better and come back strong.

I spent the next couple of weeks just doing my normal training and building my camper! Wait till you see it - I've surprised myself, I really have. It's so cool! I even surprised myself at how well I wield a saw. Quite the joiner is our Bill!

We had a weekend off so I took it for a little test run down the coast with Harriet. It was Anzac weekend in Australia which means a big public holiday and everyone swarming to the coast. We were trying to find a campsite right on the beach but everything was packed full! The streets were swarming with campers! And not just campers, people living in their cars. There's a community of these people called 'ferals'!

I didn't really know what I had landed on until the next morning after getting moved along by the police three times for sleeping on the street in the camper. After the third time I decided I might as well just get up and go for a stroll. We sat on the beach and watched the sunrise which was insane, then we thought we'd head back to town for some breakfast and a shower.

I parked in the coupon display thing, thinking I'm just gonna have to pay the price for a nice view of the ocean, then some chap came up and informed me that there's free parking from 9am until 1pm just across the road. It was only 7am so that was six hours free parking people! And that was it, that was my intro into being a feral which is a domestic person living in the wild.

The clued-up ferals had all started rocking up and taking the best spots when a woman in her 50s floated by and started commenting on my camper. Turns out she is a druid - some kind of pagan priest - who is an attorney of law and makes sure all us ferals don't get parking tickets or fines and beat the system! She refuses to pay for enjoying her own beach. Damn right! The council had taken up the best spots of land and turned them into camping grounds, they also had taken up all the spots on the seafront and charged people parking. What a complete con!

So right there and then I made the choice to become a feral in my spare time and enjoy the land for free without paying a cent!

So I was a feral for the weekend and loving it. We parked up next to this old woman who was selling her car - she was real old but loving every minute of it. She was a feral too, living in her car that she was selling! Where does she go next I thought to myself? Her car was tiny and only selling for \$1500!

Next stop was Broadford, the track where I got my first ever GP point! My wrist was only two weeks down the line and far from healed but the doc told me it would be okay with strapping and painkillers so it was gonna be another tough day at the office to try get these points back. I took a load of ibuprofen and taped it up well for practice - I wanted to find out how much it was hurting before getting the injections again. Ugghh, makes me shudder remembering how many injections I got in my thumb last year.

They had changed the format again this weekend, instead of qualifying we went to the line in our championship positions. Bit of a f**k up I thought but nothing we could do. This was the last time I talked to Andrew McFarlane Andrew was our rider representative - anything we weren't happy with we'd go to him. Practice got under way and within a few laps I had already put down the fastest time by nearly a second - then the red flags came out. Andrew had a massive crash going up the hill to a short, steep take-off tabletop. He was jumping past the landing and clearing a boggy bombhole part. On this occasion he hit the eject button and the bike came down on his head. My team manager Troy was right there when it happened and said it was over pretty quickly, he was pretty screwed up about it and couldn't really get his words out.

The teams all came together and said the meeting must be cancelled. Andrew's family said he would've wanted the race to go on. It was difficult - there were a lot of riders more screwed up than others. Andrew was a god in Australia and from what I know of him from being his team-mate in 2004 rightly so. It was agreed by everyone that the race would be called off out of respect to Andrew and the safety of all the other riders. It was a messed up day - I hadn't ever been part of something like that...

For a full insight into what went on and the feeling from that race I have done a video which will be up on my website at some point. I've got my finger out and made a big effort to let everyone keep in touch with what's going on over here through a load of things so make sure you check them all out.

First off is my website - it should be up and running by the time you guys read this so check it out at www.mac211.com. Also, I'm addicted to facebook now I can update from my iPhone! So for a load of funny status updates and to see what I'm getting up to or thinking on a daily basis add mac211 to your facebooks and my twitter name is billymac211. I should have a youtube page soon too so that will be either mac211 or billymac211. You'll just need to search. I should have a video update after each round so just get locked on and catch up with me online. Look forward to speaking to everyone...







